

small air forces observer

vol. 24 no. 3 (95)
October 2000

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Air Combat over Latin America (Part 2)

A French Pilot in the Ottoman Army

Dominican Republic Air Force

Paraguayan Fairchild PT-19

Ecuadorean Dragon Killers

Defector Dornier Do 24

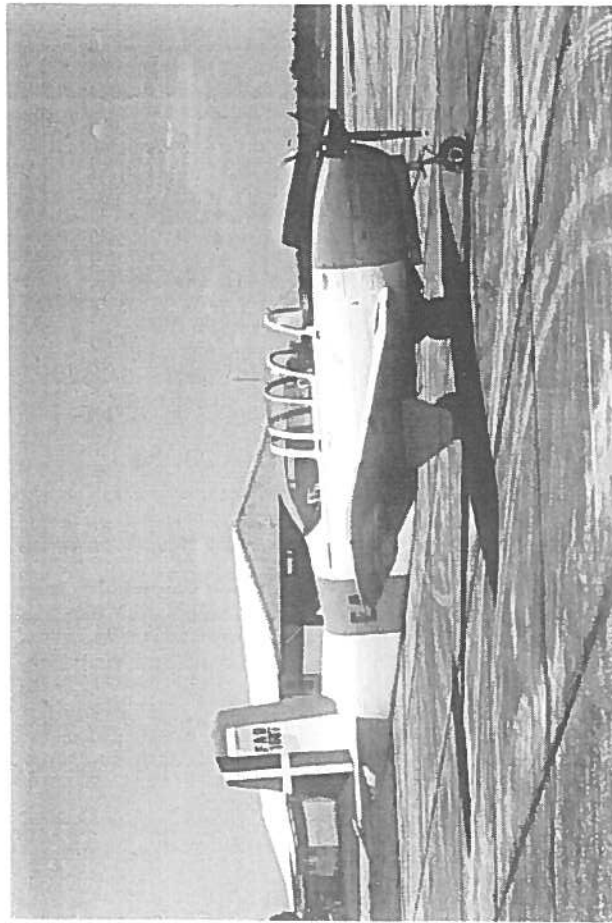
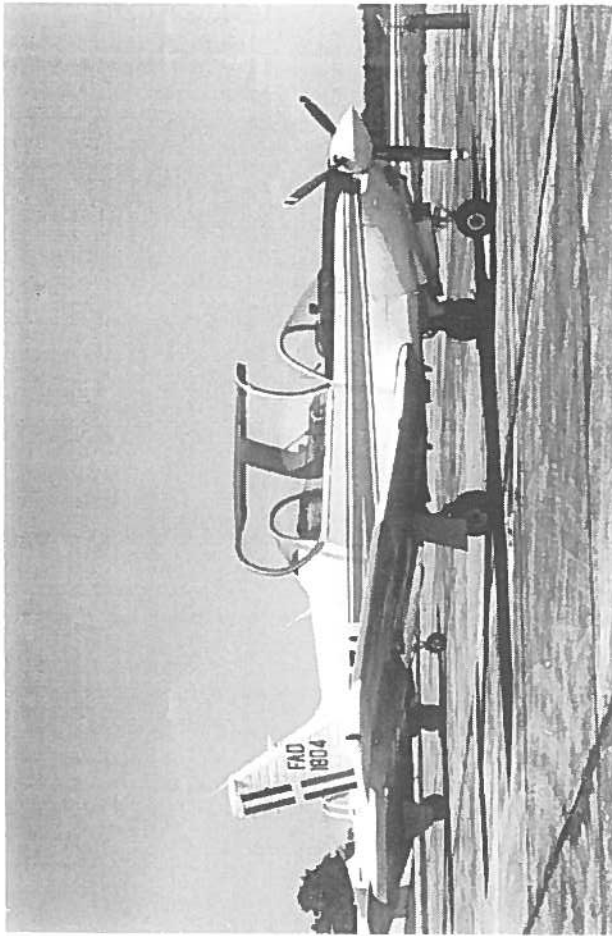
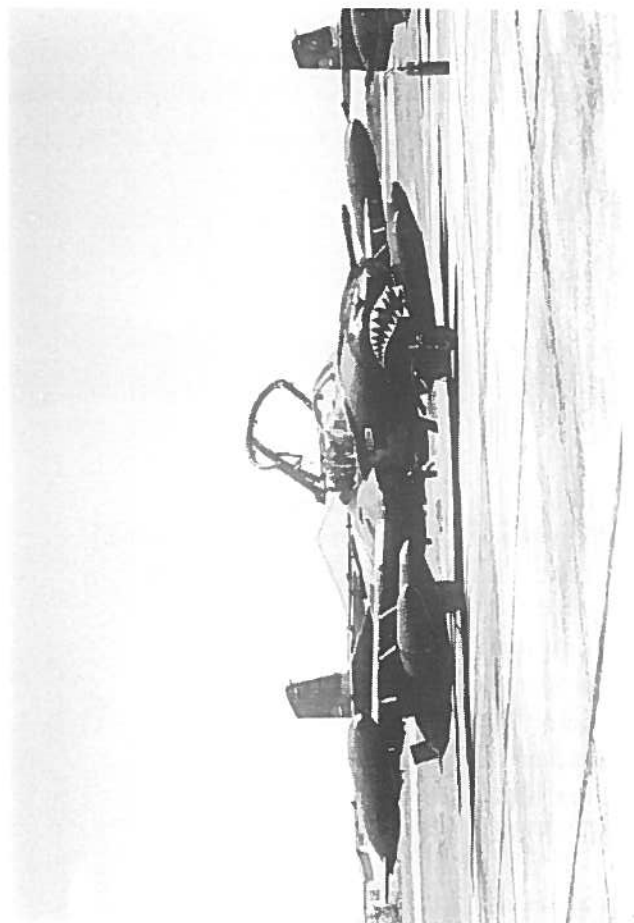
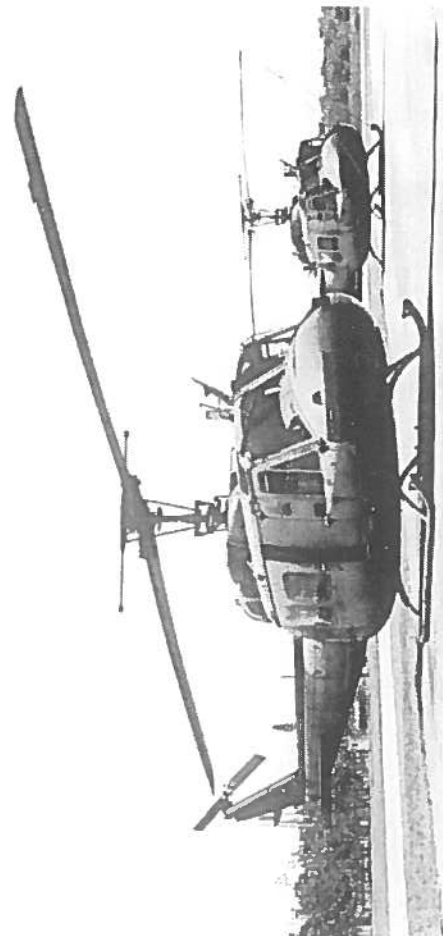
Brazilian Macchi M.7

Desert Gladiators

T-35 Pillans

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SMALL AIR FORCES OBSERVER

The Newsletter of the Small Air Forces Clearing House

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SAFO EDITORIAL POLICY: The purpose of the SAFCH is to "promote interest in the history and modeling of the aircraft of the smaller countries". In support of this goal, the SAFCH encourages international cooperation in researching aviation history, both military and civil, from all periods of time, and for all the smaller countries. In return for this support, members are asked to submit occasional progress reports for publication in the SAFO. While the final results should appear in the most prestigious publication possible, it is requested that the SAFCH be mentioned (with address) in the article and that SAFO be afforded the opportunity of reprinting the material. Article published in SAFO can be reprinted provided permission of the author is obtained and the SAFO is identified in the reprint.

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whereabouts of the following 'lost' SAFCH members please inform the editorial office (last known address included): Alain La Pierre, Maracay, Venezuela; Jaroslav Kusmirek, Lubartow, Poland; Jean Paul Castella, Marseille, France. Josef Gotz, Usti nad Labem, Czech Republic. Egils Pelecijs, Riga, Latvia. Charles Berez, Dayton, Ohio. Terry Elmore, Everett, Washington.

SAFCH WEB SITE: See SAFO photos in color and chat with members at: www.bartoli.com/safo

COVER COMMENTS: This ferocious-looking Cessna A-37 of the Fuerza Aérea Dominicana was photographed at San Isidro by SAFCH member Henrico Angerman on 11 April 2000. For a first-hand report on the current status of FAD see page 81.

ESTATE SALE: A few books and magazines remain. These will have to be sold soon or they will be tossed into the recycling bin. Magazines from \$0.50 to \$1.00; soft-bound books \$1.00 to \$5.00; hard-bound books \$5.00 and up (there are some excellent books remaining). The collection of decals is greatly reduced but still includes some long-unobtainable sheets. Send \$1.00 (or two IRC) and a legal-size envelope for list.

LAST CHANCE SALOON: To help clear the shelves, a few titles from the Estate Sale will be offered each issue. If they are not sold by the time the next issue is published, they will be tossed out. These are free, you just pay the postage. If you need specific issues, write for quote. IPMS-USA Quarterly Vols. 2-19 (30 issues); Air Pictorial 1976-80 (19 issues); Air Progress 1958-81 (18 issues); Air Enthusiast 1972-81 (18 issues); Airline Quarterly 1980 (2 issues); Aviation International #758 & #898; Flight International 1974-79 (8 issues); Fine Scale Modeler March/April 1986; Air & Space 1969 (5 issues).

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AUSTRALIA

AUSTRALIAN PLASTIC MODELLERS ASSOCIATION (APMA, PO Box 51, Strathfield, NSW 2135; 4 issues sea mail A\$27; air mail A\$30). 2/00 (28 pages) "Gloster Gladiator" 12 pages including 14 side-view drawings (RAF, Irish, Lithuania, Chinese, Finnish, Greek, Luftwaffe, SAAF, Egypt, & Swedish). "The Hurricane at Sea" 3 pages including 4 side-view drawings. "Lysander Update" 2 pages including 3 side-view drawings (RAF, RN, & Egyptian). "Star Gazing" one page with side-view drawing of Canadian CT-133 Silver Star. "Odd Bods and Invaders: No. 5" one page with side-view drawing of Fairey Barracuda Mk.II in Australia. "Under New Management" one page with side-view drawings of RAN Macchi MB-362H. "Kimp Meteor" one page with side-view drawing of RAAF Gloster Meteor.

AUSTRIA

OFII NACHIRICHTEN (Oesterreichische Flugzeug Historiker, Pfenniggeldf. 18/2/14, A-1160 Wien. Write for free sample.) 2/00 (40 pages) "Austrian Bell H-13H Sioux" 5 pages including table of individual a/c, 2 photos, and a 1/72-scale 3-view drawing. "FP Oblt. Rudolf Kadletz" 4 pages including 3 photos and a side-view drawing of H-B C.I '129.46'. "Austrian Augusta-Bell AB 204B" 7 pages including individual a/c histories, 6 photos and 1/72-scale 2-view drawing. "Austrian Vickers Viking" 7 pages including individual a/c histories and 8 photos.

CANADA

RANDOM THOUGHTS (IPMS Canada, Box 626, Stn. B, Ottawa, Ontario K1P 5R7; 6 issues for US \$24.00 in US \$26.00 elsewhere). 26/5 (24 pages) "Bristol's Beau" 3 pages on building the 1/48-scale Tamiya kit including 2 photos of the model. "Levente" 4 pages on Hungarian trainer including 5 photos and a 3-view drawing. "External/Internal Finishes for North American Mustang Mk I, IA, II, III, and IV" 2 pages including table of FS595 equivalents.

DENMARK

NYT (IPMS Denmark, c/o Bjorn Jensen, Rosenvaegets Alle 6, 2100 Kobenhavn O; 4 issues for 90 Dkr surface, 100 Dkr airmail). Each issue includes a two-page English summary. #87 (40 pages) "F-84're i model" a 3-page comparison of Revell and Tamiya kits including side- and top-view drawings of 2 Danish F-84. "US Navy Tow Tractor" 4 pages including 9 photos of the real thing. #88 (40 pages) "Spitfire i dansk tjeneste" 6 pages including one color and 5 b&w photos, 3 side-view drawings, and a table listing all Danish Spitfires. "Too Little, Too Late" 2 pages (in English) on modeling the a/c ordered by Estonia (Blenheim, Spitfire, Wellesley, & Lysander), but not received. [Ed. But, why nothing on the Hs 126 which were received.] "Den Portugisiske guldgrube" one page on the Portuguese Air Museum including 2 photos (Sabre & Hurricane).

ENGLAND

IPMS MAGAZINE (Ernie Lee, 51 Ball Road, Hillsborough, Sheffield, South Yorkshire S6 4LZ, 6 issues for £20.00. 3/2000 May/June 2000 (48 pages) "Cavalier Mustang" 6 pages including 18 photos of the model, a

page of construction sketches, and a 3-view drawing of the color scheme carried by the a/c in service with the Dominican Republic AF. "Mackie's Spitfire" 2 pages including 4 photos of the model. "Meteor 7" 4 pages including 5 photos of the model and 3 of the aircraft.

PLASTIC KIT CONSTRUCTOR (PAMAG Publications Ltd., Riverdale, 89 Graham Road, Sheffield, S10 3GP; 4 issues £18.00. (North American subscription agent: Wise Owl Publications, 1926 S. Pacific Coast Highway, Suite 204, Redondo Beach, CA 90277. E-mail: wisecowl@sprintmail.com. Web Site: www.wisecowlmagazines.com).

#61 Summer 2000 (36 pages) "Heinkel P.1076" one-page 4-view drawing. "An Uncommonly Well-Polished Spitfire" 5 pages including 20 photos of the model. "MPM's XF-85 Goblin" 3 pages on building the 1/72-scale kit including 7 photos of the model. "Fairey Albacore" 2-pages on building the 1/72-scale Magna Model kit including 2 photos of the model. "Focke Wulf Fw 58 Weihe" a 2-page 3-view drawing in 1/72-scale. "Hawker with a Hook" 4 pages on building an accurate Sea Hawk from the Airfix kit. And, the usual outstanding one-page reviews (Select Gallery's 1/72-scale Britten-Norman Trilander, MPM's 1/72-scale Fokker T.VIII, Azur's 1/72-scale Ilc 60, Gavia's 1/48-scale Fokker D.II, Airfix's 1/48-scale Fw 190 A-8, A-Models's 1/72-scale Voyager, A + V Model's 1/72-scale Compass Arrow, Eduard's 1/48-scale He 280, Special Hobby's 1/72-scale Hiller UH-12, Airfix's 1/48 scale P-51D, Toko's 1/72-scale H-B DI, Airfix's 1/72-scale Bv 141, and Eduard's 1/72-scale Albatros D.Va).

SWEDISH AIRFORCE SIG (Ted Burnett, 19 Tintagel Close, Parkside Grange, Cramlington, Northumberland, England NE23 0NZ. Subscription £4.00 UK, £6.00 Europe, \$16.00 USA. Include your SAFCH number).

#34 Summer 2000 (34 pages) "The 50th Anniversary Air Show of the Skaraborgs Flygflottilj and Observations on Changes to Aircraft Colours and Markings" 3 pages including 5 color chips from Swedish AF paint stock. "Saab JAS 39A Gripen Second Prototype" 3 pages including 3-view drawing and review of Gripen kits. "The Torebodabagar: A Swedish War Base Wooden Hanger" 4 pages including scale 1/72-scale drawings. "Review of the Daedalus Kit of the Pilatus PC-6A Turbo-Porter" 2 pages including a side-view drawing. "J20: The Reggiane Re 2000 Falco" 3 pages including 5 side-view drawings and drawings of 4 squadron insignia. "North American NA-57" 3 pages on converting the Azur 1/72-scale kit into a Swedish Sk 14 including 2 pages of Bjorn Karstrom drawings of the SK 14, SK 14A, & SK 14N (with tricycle landing gear). IN addition, lots of reviews of kits, decals, magazines, and books for modelers interested in Swedish aircraft.

THE CATALINA NEWS (Joan Watts, The Catalina Society, 24 Batts Hill, Reigate, Surrey, RH2 0LT England. One year £15.)

#45 September 2000 (24 pages) "Columbia River Experiences" a 4-page story of the suspenseful emergency landing of a Cat water-bomber. "Out of Africa: Four Days in a Cat" a 4-page story of ferrying a Cat through modern-day Africa with danger in the air when flying near countries at war and corruption, poverty, and danger on the ground when stopping for refueling. "Catalina Review Column" 2 pages of reviews of decals, models, and

books. "US Military Catalinas in the UK" 3 pages on VP-63 and their MAD Cats. "World Catalina News" 2 pages. A total of 17 photos of Cats then and now. [Ed: Although there is seldom any small-air-force stuff in this newsletter (and none int his issue), it's always a great read. I find myself reading it cover-to-cover in one sitting.]

FRANCE

AIR ZONE, Le Nouveau Mensuel de l'Air! (Air Zone Magazine, 53 rue Boissiere, 75116 Paris. E-mail: headland@airzone.net) A one-year subscription for 9 regular issues and two special issues is 405FF. Payment preferably by check drawn in FRF on a French bank, by draft or postal giro.) Photo captions in English.

#29 (68 pages) Color Photo: Dominican Republic CASA C-212. "Renaissance de la 28F" 3 pages including 4 photos (PB4Y, PB5, MS 502, & Nord 262). "Teneo silentium" 4 pages on Swedish electronic aircraft including 6 photos (Carvelle & Gulfstream). "Auieux en couleurs a la F10 d'-Angelholm" 2 pages including 4 photos of Swedish Draken in colorful retirement schemes. "Ample Train 2000-1" 6 pages including 17 photos (Hungarian An-26, Turkish C-130 & F-16, Greek C-130, and Spanish F-18). "Eagle no More" 9 pages including 17 photos of USAF F-15 in Europe.

AERO JOURNAL, Aero Editions, 50 bld Paul Valery, 32500 Fleurance, France. Sixteen-page English translation of the main articles (denoted below by titles in English). US\$ 40.00 including air mail for one year (6 issues). Visa and Mastercard accepted. E-mail: arojournal@infonie.fr. [Ed: The choice of photos and drawings in all issues of Aero Journal is outstanding in that they are all relevant to the time and place of the article and are identified by pilot, location, and time.]

#14 Aout-Sep.00 (72 pages) "Dual over the Alps" 16 pages including 15 photos, one map, and 12 color side-view drawings (Swiss Bf 109D/E, D-3800/1, Potez 630, F + W C-36, Bf 108, Bu 131, EKW C-35, & Do 17Z; Luftwaffe Bf 110). "I was a Photo-Recon Pilot" 7 pages including 7 photos and 4 color side-view drawings (RAF Spitfires). "Les He 115 clandestins" 5 pages including 5 photos and 2 color side-view drawings (Finnish & RAF). "La fin d'un Gremlin" 3 pages including 2 photos and a color 2-view drawing of Nakajima L3D3 Tabby in dual SEAC/French roundels. "Les yeux de la flotte" 2 pages with 11 color side-view drawings (USN Kingfisher & Scagull; RN Swordfish; Japanese Pete & Jake; German Ar 196; Italian Ro 43; Soviet KOR-1; Vichy Loire 130; Dutch Fokker C.IX; and Argentine Walrus). "Objective Dakar" 11 pages on the failed attempt of the British and Free French to remove the Vichy French from Dakar including 14 photos and 4 color side-view drawings (Swordfish, Curtiss H-75A, & Loire 130). "Black is Black" 6 pages on RAF night-fighter camouflage including 5 photos and 7 color side-view drawings (Defiant, Hurricane, Beaufighter, Havoc, & Mosquito). "Le faucon chinois" 3 pages on Chinese ace Arthur Tchui-Tin including 2 photos, 3 color side-view drawings (Curtiss Hawk II, Gloster Gladiator, & Mitsubishi A5M2a), and list of victories. "La chasse francaise 1939-1945 (14): Le GC I/4 (1ere partie)" 5 pages including 7 photos, 4 color side-view drawings (Curtiss H-75A), and table of commanders, bases, victories, losses, etc.

AVIONS: Toute l'Aeronautique et son Histoire (LELA PRESSE, 29 rue Paul Bert, 62230 Outreau,

France. 420F for 12 issues).

#88 Juillet 2000 (64 pages) "Retros du Mois" one page with photos of Koolhoven FK 56 & FMA IA.35 Huanquero. "Le Philippine Army Air Corps dans la tourmente japonaise (1941-1942)" 5 pages including 17 photos (Keystone B-3A, Stearman 73 & 76, Stinson SR-7, and Boeing P-26) and one color painting (Capt. Basa's and Villamor's P-26s attacking a trio of Japanese Zeros). "L'avion de transport public Blériot 165" 5 pages including 10 photos. "Les hydravions Donnet-Denhaut de l'Aviation maritime Française" 11 pages including 13 photos, 8 color side-view drawings, and three 3-view scale drawings (Donnet-Denhaut powered by Canton-Unne 160 hp, Hispano-Suiza 140/150 hp, & Lorraine 160 hp) "L'Escadrille Spa 153 Pendant la première guerre mondiale" 10 pages including 14 photos (Belgian Spads). "Le Focke-Wulf et son petit chien: Maquette Revell au 1/72ème" 3 pages including 9 photos of the model Fw-190 in Hungarian markings.

#89 Aout 2000 (64 pages) "Retros du Mois" one page with 2 photos (Caudron C.192 and BFW M 23 (in Gdansk markings 'YM-AAL')). "Les Cobras soviétiques au combat" 10 pages including 21 photos and 6 color side-view drawings. "Les hydravions Donnet-Denhaut de l'Aviation Maritime Française (2)" 14 pages including 24 photos, color cover painting, and 5 3-view scale drawings (Reconnaissance Rapide, Bombardement Biplane, Bombardement Triplane, Bimoteur, & Hispano-Suiza 275 HP). "Les aigles du Kaiser en Terre Sainte" 10 pages including 25 photos and one map of German air activity over Egypt in WWI. "Les bimoteurs a 'poutre' Breguet 41" 7 pages including 19 photos. "Maranon 1941: Une guerre entre Perou et Equateur" 9 pages including 20 photos (Peru: Potez 39; Northrop 8A-3P; Travel Air Z-4D; Caproni Ca.135, Ca.111, & Ca.310; North American Aviation NA-50A; Fairey Fox; Curtiss Hawk II; Barkley-Grow T81P; Grumman G-21B Goose; & Vought V-80P Corsair. Ecuador Curtiss-Wright CW-16E & CW-19R.

#90 Septembre 2000 (64 pages) "Retros du Mois" one page with 2 photos of FBA-17 (French & USCG). "Les 'Cobras' soviétiques au combat (2)" 20 pages including 41 photos (including P-39UTI and P-63UTI 2-seat conversions), color cover painting, and 8 color side-view drawings. "Les bombardiers polonais de Lyon-Bron" 3 pages including 6 photos (Bloch 200 & 131 and Amiot 143). "Un fameux pilote d'acrobatie: Tito Falconi" 5 pages including 14 photos (Ba.19, Ca.113, & Ro.37bis). "Les aigles du Kaiser en Terre Sainte" 9 pages including 17 photos (AEG C.IV, Albatros D.Va, Pfalz D.III, & SE.5a) and a map of the Holy Land. "Le Cheverikov Che-2 (MDR-6A)" 4 pages and 11 photos (SPL, ARK-3, & MDR-6A). "La joyeuse Confrérie du Cardinal Paf" 7 pages including 15 photos (Belgium Fairey Fox and Luftwaffe Buecker Jungmeister). "Le Fokker T.IVa de CMK au 1/72ème" 3 pages including 10 photos of the model.

JETS: Toute l'Aéronautique Moderne (LELA PRESSE, 29 rue Paul Bert, 62230 Outreau, France. 420F for 12 issues).

#55 Juillet 2000 (54 pages) "Journées portes ouvertes a Tel Nof" 5 pages with 14 photos (Israeli F-15, F-4, A-4, F-16, C-130, UH-60, AH-1, A1H-64, & CH-53). "ODAX 2000" 10 pages including 24 photos (UAR Mirage 2000, Singapore A-4, Spanish Mirage F1, & Moroccan Mirage F-1) "SA 321 Super Frelon" 9 pages including 17 photos and 1/72-scale 2-view drawing. "La 35 n'est plus ... vive La 281" 2 pages including 3 photos (Catalina & PB4Y). "L'aviation Royale Cambodgienne" 3

pages including 14 photos (L-39 Albatros; MiG-21 & -21UM; Mi-8, -17, & -26; Shenyang F-6; An-24; Cessna 421; Falcon 20; and Tecnam P-92 Echo 3). "Le Lockheed Neptune dans l'Aviation Navale Argentine (1958-1982)" 8 pages including 19 photos, 4 color side-view drawings, and table of individual a/c. "Tracker Firecat" 6 pages including 15 photos of French Grumman Tracker water bombers.

#56 Aout 2000 (54 pages) "Les bombardiers d'eau de la Sécurité Civile" 8 pages including 16 photos (CL-415, Tracker, DC-6, Fokker F-27, & Beech King Air 200). "Les Sentinelles de l'OTAN" 7 pages including 15 photos NATO's AWACs. "SA 321 Super Frelon" 7 pages including 10 photos (Israel, South Africa, Libya, & Iraq), and 2-page cutaway drawing. "Les 25 ans de 3/7 sur Jaguar" 2 pages including 4 photos of jaguar-spotted Jaguar. "60 Bougies pour le Limousin" 4 pages including 7 photos (Jaguar and Mirage 2000). "L'Aéronautique Navale Polonaise et son futur" 2 pages including 6 photos (TS-11 Iskra, Sokol, Mi-14, & MiG-21) "Kecsmet 2000: Le meeting du millénaire" 3 pages including 10 photos (Hungarian MiG-21, MiG-29, Su-26, & Po-2; Slovak L-39 Albatros; Austrian Saab Draken; and Romanian MiG-21). "Meeting aérien a Eskischir" 3 pages including 11 photos (Turkish F-5 & F-4). "Un exercice nommé 'Pioneer'" 3 pages including 9 photos (German & French Atlantics and Canadian CP-140 Aurora).

#57 Septembre 2000 (54 pages) "Les derniers chasseurs F-6 pakistanais" 7 pages including 15 photos of Pakistani F-6 & one Alouette III. "La Base Aérienne de Tel Nof" 6 pages including 11 photos of Israeli F-15, F-16, F-4, & CH-53. "Le panache de l'Armée de l'Air: Les équipes de présentation 2000" 7 pages including 14 photos. "Le T-33 dans l'Ejército del Aire" 8 pages including 14 photos of Spanish T-Birds. "L'Aviation Militaire du Salvador" 7 pages including 13 photos (Cessna A-37, Hughes 500, BT-67 (Turbo C-47), Bell HU-1, CM-170 Magister, MD.450 Ouragan, Pillan, C-47, Cessna O-2, SOCATA Rallye, & Cessna T-41). "Le service aérien de la Guardia di Finanza" 6 pages including 15 photos of aircraft of the Italian Coast Guard (Nardi NH-500, Piaggio P-166, AB 412, & A 109). "Le North American FJ-1 Fury au 1/48ème de Czech Model" 5 pages including 7 photos of the model and 5 color side-view drawings.

GERMANY

MITTEILUNGEN (IPMS Germany, Bergengruenstrass 5-7, D-1000 Berlin 38; 12 issues DM 60.00 Europe, DM 65.00 USA, DM 70.00 Japan, DM 75.00 Australia).

3-2000 (40 pages) "He 45 van AML" 3-page review of the 1/72-scale AML kit including 4 photos of the model.

ITALY

AERO FAN Storia di Italiane. Side-by-side Italian-English text. (Giorgio Apostolo Editore, Via Ampere 49, 20131 Milano, Italy.) 4 issues L 80,000.

#71 Ott.-Dic. 1999 (68 pages) "The Lightweight-Fighter Illusion: SAI-Ambrosini's proposals 1940-1943 (Part 1)" 15 pages including 8 photos of SAI 107 and 2-page drawing of SAI 207. "A Farman Pilot" 12 pages including 7 photos. "The Pipers of the Italian Army" (Part 2) 17 pages including 14 photos, 3-view drawing, and table of individual a/c. "The Bulgarian Caproni Aircraft" 9 pages including 13 photos (KB-1 (Ca 100), KB-2UT, & KB-2A).

JP-4 (JP-4, CP 1550, 50100 Firenze: L 27,000

Europe, L 30,000 elsewhere).

#5 Maggio 2000 (100 pages) Color photos: Egyptian Beech 1900 & Tu-16. "Bombe e siluri su Gibilterra" 9 page on Italian air raid on Gibraltar including 20 photos and 3 maps. "Danesi a Grazzanise" one page including 3 photos (Danish F-16 & Challenger).

#6 Giugno 2000 (100 pages) Color photos: Greek F-4 '01523'; Mexican Mi-26 '1901'; Brazilian Super Tucano. "Canadair per la stagione 2000" 5 pages including 14 photos of CL-415 water bombers in Italian service.

#7 Luglio 2000 (100 pages) "Mirage Argentini a Tandil" 4 pages including 9 photos. "La forza aerea ceca" 6 pages including 14 photos (MiG-21, Su-25, Su-22M, L-39, An-26, Mi-24, An-24, Z-142, PZL W-3A Sokol, and L-159). "Pirati nel cielo" 5 pages on the shooting down of a Cathay Pacific Airlines C-54 by Chinese Lavockin fighters including 5 photos and a map.

NETHERLANDS

MODELBOUW IN PLASTIC (IPMS-Nederland, PO Box 40082, NL-8016 DB Zwolle). Now with English captions and summary.

2/2000 (28 pages) "Verbouw en Harvard tot BC-1" 2 pages on converting the 1/48-scale Monogram kit of the AT-6 to a BC-1 including 6 photos of the model. "Piaggio P.108B bommenwerper" 3 pages 1/72-scale Airmodel vacuform kit including 7 photos of the model and one photo of the aircraft.

POLAND

LOTNICTWO WOJSKOWE (ul. Borowskiego 2, pok. 307, 03-475 Warszawa. E-mail: magnum@hbz.com.pl)

#2 1999 (68 pages) "Siły powietrzne grecki" 11 pages on the Greek AF including 15 photos (F-16, F-4, Mirage 2000, Mirage F1, F-5, A-7, C-130, C-47, T-33, & PZL M-18 Dromader), one map, 6 side-view drawings (A-7, F-5, F-16, F-4, Mirage 2000, M-18 Dromader). "Strategiczny samolot bombowy Mirage IV" 17 pages including 25 photos and 5-view scale drawing. "NDR-owskie Mi-2" 3 pages including 6 photos and table of individual a/c in East German service. "Josef Frantisek" 8 pages including 9 photos, 2 color side-view drawings, and table of victories. "Anatra Anasal" 5 pages including 6 photos and a scale 4-view drawing. "Tu-200: Historia pewnego mitu" one page including one photo and 2 small 3-view drawings.

#6 1999 (68 pages) "Slupskie pożegnania" 3 pages including 6 photos of Polish MiG-23. "Samoloty wczesnego ostrzegania i naprowadzania" 11 pages including 17 photos of early-warning radar a/c. "Royal Air Force zmienia obklicze Cz. I" 7 pages including 12 photos. "Lockheed Ventura" 13 pages including 13 photos, 3-view scale drawing, side-view drawings of 4 variants, and 5 color side-view drawings (USN, RAF, RNZAF, & Canada). "Super Etendard w lotnictwie Argentyny" 5 pages including 13 photos. "Użytkownicy MiG-29" 5 pages on foreign users including 13 photos (East German, Ukraine, Moldavia, Germany, Czech Republic, Slovakia, Hungary, Bulgaria, Romania, India, Yugoslavia, & Cuba). "Sea King AEW Mk.2A" 3 pages including 6 photos and 2-view scale drawing.

SKRZYDLATA POLSKA (ul. Zwirki i Wigury 93, 02-089 Warszawa. Web: www.altair.com.pl/sp. E-mail: sp@altair.com.pl)

#2 2000 (68 pages) "Edwards niezwykła baza niezwykłych samolotów" 5 pages including 23 photos of a/c tested at Edwards AFB. "Odwrotny skos

skrzydel - slepa uliczka?" 5 pages on swept-forward wing a/c including 12 photos with plan views. "Guardrail - Sytem rozpoznania radioelektronicznego" 4 pages including 9 photos. "Tureckie Phantomy" 6 pages on Turkish F-4 including 9 photos of a/c and 11 photos of badges. "Historia ilustrowana (cz. I)" 4 pages on PAF markings including 12 photos and 2 color side-view drawings (Mustang & Spitfire). #3 2000 (68 pages) "Proteus - konkurent satelitow" 5 pages including 17 photos. "E-8 - nie wykorzystana szansa?" 3 pages on MiG E-8 including 7 photos. "Historia ilustrowana (cz. II)" 4 pages including 2 photos and 4 color side-view drawings (PAF Mustangs & Spitfires).

SPAIN

REVISTA ESPANOLA DE HISTORIA MILITAR (Carlos Fresno Crespo, Alcaniz Fresno's S.A., C/Cromo 18-20, Poligono Industrial San Cristobal, 47012 Valladolid) 800 Pts.

#4 Julio-agosto 2000 (64 pages) "La Guerra del Futbol (1968): Honduras vs El Salvador" 5 pages including 8 photos (Honduras Corsair & T-2; El Salvador Corsair, Mustang, & C-47), and 2 color side-view drawings (Honduras & El Salvador Corsairs). "La Legion Condor en la Campana de Asturias (2ª parte): Agosto-octubre de 1937" 8 pages including 5 photos, color painting of He 70, and 8 color side-view drawings (He 51, Ju 52, Bulldog, Envoy, Letov S.231, I-16, & Bf 109D). "Polonia y el Trafico de Armas en la Guerra Civil Espanola" 2 pages on RWD 13 in Spanish markings including 2 photos and a color side-view drawing. "Wes-

scrubung Nord: Asalto a los fiordos: 3ª Parte" 10 pages including 12 photos, one map, and 7 color side-view drawings (Norwegian Gladiator, Douglas DT-2C, Breda Ba.28, Hover MF-10 & MF-11, and He 115). "Los aviones de la Condor: Datos y cifras para cerrar la polemica" 6 pages including 3 photos, 6 color side-view drawings (Condor Legion He 59, He 70, He 123, Bf 109E, Bf 108, & Ju 52), and a table listing the number of a/c given by various references.

USA

CHINE LINES (IPMS Seaplane SIG, c/o Bill Devins, 358 Arbor Rd., Lancaster, PA 17601-3204. \$10.00 USA or #13.00 overseas for 4 issues).

#18 Winter-Spring 2000 (24 pages) "Noix Models 1929 Italian Schneider Aircraft" 4-page review of 1/48-scale kits of the Fiat C.29, Macchi M.52 & M.67, and Piaggio-Pegna Pc.7 including 5 side-view drawings. "Museum Models Macchi M.39" one-page review of the 1/72-scale kit. "Bleriot XI-2 Hydroplane" one-page review of 1/48-scale kit including a 3-view drawing. "Soviet Savoias" 2 pages including 2 side-view drawings (S-16bis & S.62bis). "Grigorovich Classics" 2-page book review including 3 side-view drawings (M-5, M-9, & M-24). "Heinkel's Swedish '4's" 4 page review of the Daedalus kit of the HE 4 and the Top Gun kit of the HD 19 (J4) including 3 side-view drawings. "Post-War Italian Elegance" 3 pages on the Piaggio P.136L including a review of the Broplan kit and a 3-view 1/72-scale drawing.

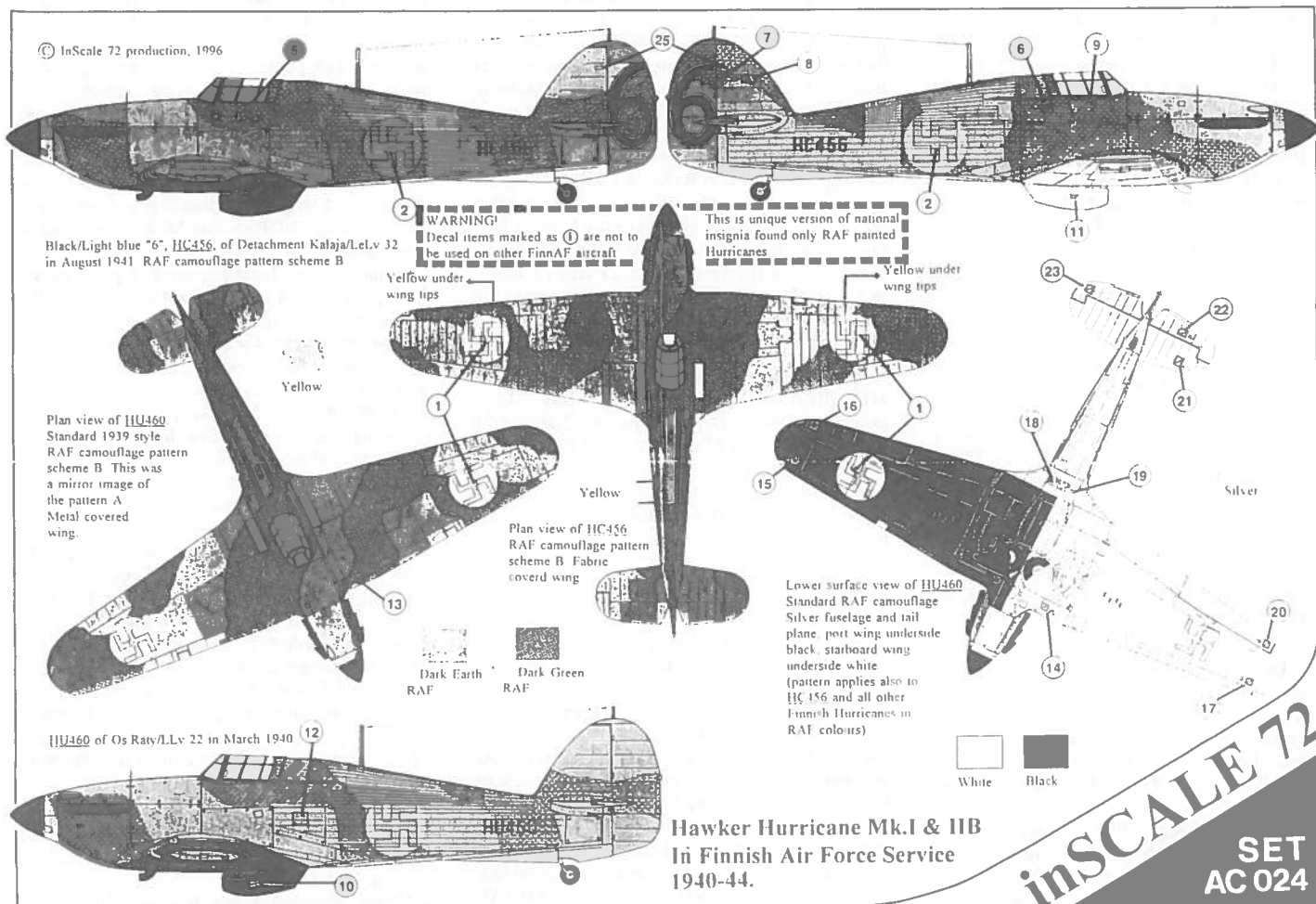
WWI AERO (15 Crescent Rd., Poughkeepsie, NY

12601; 4 issues \$30.00 USA or \$30 overseas).

#169 Aug 2000 (148 pages) "Samuel Franklin Cody: The Man and His Aeroplanes: Part II" 12 pages including 11 photos. "Lincoln Beachey" 8 pages including 4 photos. "Farman F40" 3 pages. "Fokker DR.I: Thoughts on Wing Failures" 5 pages. "Garland-Lincoln Nieuports" 6 pages including 6 pages and scale 3-view drawing. "Extant Thomas Morse S-4B & S-4C Aircraft" 2 pages including 5 photos. "Licensed and Identities Thomas Morse Scouts - 1928 to 1960" a one-page table. "Boulton-Paul P6 Project (cont'd)" 2 pages with 4 photos and scale 3-view drawing. "Cockpits/Instruments" 6 pages of photos & drawings for the Breguet 14. "Drawings" 21 pages with period drawings.

SKYWAYS (15 Crescent Rd., Poughkeepsie, NY 12601; 4 issues \$30.00 USA or \$30.00 overseas.).

#55 Jul. 2000 (84 pages) "Anacostia Flight Tests: Brewster XF2A-1, F2A-1, XF2A-2 Fighters" 10 pages including 11 photos. "Pilot Flight Test Report: Stearman PT-17" 5 pages including one photo. "The W.F. Stewart Company" 4 pages including 8 photos of M-1 and M-2. Cockpits: Brewster Buffalo XF2A-1, F2A-1, XF2A-2, F2A-2, F2A-3" 6 pages including 14 photos. "Details: Brewster F2A Fighter" 15 pages with 34 photos and a 2-page scale drawing by Paul Matt. "Gamma Model Restoration" 7 pages including 13 photos on restoring a 1/16-scale wooden model from the 1930's.



See the review of these InScale 1/48-scale decals on page 102.

Air-to-Air Combat over Latin America

(Part 2)

Santiago A. Flores

Falklands/Malvinas Conflict: England vs. Argentina

It was Argentina's operation "Azul" (Blue), the capture of the Malvinas/Falkland Island on 2 April 1982 that started this conflict with Great Britain. This conflict would see the largest number of aircraft claimed shot down in air-to-air combat in Latin American skies. England launched its operation "Corporate", the retaking of the islands from Argentina, that would put two Hawker Sea Harriers squadrons against the "Fuerza Aerea Argentina" (FAA) and the "Comando Aviacion Naval Argentina" (CANA) or "Aviacion Naval" (AN). The Argentine pilots would later nickname the Sea Harrier the "La Muerte Negra" (the black death). The pilots from 801 Squadron would tune their radios to Argentine frequencies and chant "La Muerte Negra ees-a coming!" (The black death is coming.) During the period of May 21-27, 1982, the battle of San Carlos sound (the British landing on the Falklands) would see intense fighting in which the FAA and CANA tried to oppose the landings. During the course of the week, the Argentines would lose twenty two aircraft of which three were Navy. The worst day being the 21st, when ten aircraft were shot down by the Sea Harriers. The first kills in the conflict were claimed on May 1st, when four Argentine aircraft were shot down. The first two being FAA Dassault Mirages.

- 1. F/Lt. Paul Barton RAF, 801 Naval Air Squadron, Sea Harrier FRS.1 XZ453/VL 715, shot down a Dassault Mirage III EA of "Grupo 8 de Caza" with an AIM-9L missile. The Mirage was I-015 of 1/o. flown by Tte. Carlos Perona of "Buitre" flight. He ejected and came down just as the winds carry him to rocky terrain, injuring both legs. He was rescued, sent to Port Stanley where a C-130 flew him back to Argentina.
- 2. Lt. Steven R. Thomas RN, 801 Naval Air Squadron, Sea Harrier FRS.1 XZ452/VL 711, shot down the other Mirage III EA of "Buitre" flight with a AIM-9L missile. The Mirage I-019 was flown by Capt. Gustavo Garcia Cueva. In actuality, the aircraft was badly damaged by the exploding missile. The pilot tried to save the aircraft by landing at Stanley airport, but was shot down by mistake by Argentine 35-mm an fire. The pilot was killed.
- 3. F/Lt. Tony Penfold RAF, 800 Naval Air Squadron, Sea harrier FRS.1 XZ455/VL 712, shot down an IAI Dagger of "Grupo 6 de Caza, Escuadron Dagger Rio Grande", C-433 flown by 1/o Tte. Jose "Pepe" Ardillas (cousin of a famous soccer star who was playing in England) of "Rubio" flight. After attacking the two Sea Harrier, he fired a Shafir missile at the Sea Harrier flown by Lt. Martin Hale of 800 squadron. The missile was fired outside of its parameters, but came close hitting Hale. "Pepe" Ardilla's Dagger exploded after being hit by an AIM-9L. The pilot was killed.
- 4. Lt. Al Curtiss RN, 801 Naval Air Squadron, Sea Harrier FRS.1 XZ451/-006, shot down a Canberra B.MK.62 bomber of "Escuadron de Bombardeo No.1, Grupo 2" with a AIM9L. The crew of B-110, Tte. Eduardo de Ibanez (pilot) and Tte. Mario Gonzalez (navigator) bailed out, but neither of them were rescued. In this same engagement. Lt. Cdr. Mike W.

Broadwater in ZA175/-004 fired both of his AIM-9L at another Canberra bomber, which was damaged. It dropped its bomb load and returned to its base. Lt. Curtiss would later be killed in a flying accident on the 6th when his Harrier collided that flown by John Eyton-Jones.

The next air to air combat would occur on the 21st when ten Argentine aircraft would fall to the Sea Harriers of No.800 and 801 Squadron. The action started at 12:00 noon.

- 5. Lt.Cdr. Nigel D. Ward RN, 801 Naval Air Squadron, Sea Harrier FRS.1 XZ451/VL710, shot down a FMA IA-58A Pucara of "Grupo 3 de Ataque, Escuadron Aeromovil Malvinas", with 30-mm fire. Major Carlos Tomba ejected from A-511. Later he was taken POW by British forces that taken to Goose Green and Darwin.
- 6. Lt.Cdr.Mike Blisset RN, 800 Naval Air Squadron, Sea Harrier FRS.1 XZ496, claimed the first Douglas A-4C to fall. This one belonged to "Grupo 4 de Caza", C-325, flown by 1/o Tte. Daniel Manzotti, who was killed when an AIM-9L hit his aircraft.
- 7. Lt. Cdr. Neil W. Thomas RN, 800 Naval Air Squadron, Sea Harrier FRS.1 XZ492, with an AIM-9L shot down a second Douglas A-4C of "Grupo 4 de Caza", C-309 flown by Tte. Nestor Lopez who was also killed when he ejected at low altitude. A third Skyhawk was hit by Blisset using his 30-mm cannons, but it managed to escape with some damage. A fight of four A-4C that were intercepted before hitting the British ships dropped their ordinance and escaped.
- 8. Lt. Cdr. Fred Frederiksen RN, 800 Naval Air Squadron, Sea Harrier FRS.1 XZ455/L712, shot down a IAI Dagger of "Grupo 6 de Caza " of "Cuenca" flight with an AIM-9L missile. 1/o. Tte. Hector Luna "Cuenca 4" ejected from C-409. He was later recovered with injuries and flown back to the mainland on the 25th.

During this day, the first double kill was accomplished by 801 squadron when a complete flight of IAI Daggers from "Grupo 6 de Caza" was shot down by two Sea Harriers.

- 9 and 10. Lt. Steve R. Thomas RN, 801 Naval Air Squadron, Sea Harrier FRS.1 ZA190/-009, shot down with his AIM-9L two IAI Daggers of "Grupo 6" of "Raton" flight. His victims were C-404 of Maj. Gustavo Puima "Raton 2" and C-403 Capt. Guillermo Donadille "Raton 1", both pilots ejected. Capt.Donadille attempted to engage the Harriers after ordering his flight to drop their ordinance, opening fire on one but his burst went over the cockpit. All the pilots of "Raton" flight survived and were reunited at Port Howard. From there they were flown by helicopter to Port Stanley and to Argentina in a C-130 by the end of the month.
- 11. Lt. Cdr. Nigel D. Ward RN, 801 Naval Air Squadron, Sea Harrier FRS.1 ZA175/004, shot down the third member of "Raton" flight with an AIM-9L. 1/o. Tte. Jorge Senn was flying C-407 ("Raton 3") and ejected.

During the anti-shipping strikes, elements of the CANA participated, launching six Douglas A-4Q's of the "3/o.Escuadrilla Aeronaval de Caza y Ataque " in two divisions of three

aircraft each. It would be the first division "Tabano" which ran afoul of the Sea Harriers of 800 Squadron after their attack on HMS Ardent with a second double kill being recorded.

- 12 and 13. Lt. Clive Morrell RN, 800 Naval Air Squadron, Sea Harrier FRS.1 XZ457/14, shot down with an AIM-9L the A-4Q 0660/3-A-307 flown by "Tabano 1" Capt. de Corbeta Alberto Phillipi who bailed out landing in the water and swimming to shore. He was found by local kelpers and was flown by helicopter to Goose Green and later to Port Stanley to be flown home to Argentina in a C-130. Morrell later engaged A-4Q 0665/3-A-312 of Tte. de Navio Jose Arca, badly damaging it with 30-mm fire (his aircraft had already been damaged by an fire from the ships). After his second AIM-9L "hung up", Morrell, observing no hits on Arca's A-4Q, tried again to launch the Sidewinder which launched, but failed to hit target. Arca attempted an emergency landing at Port Stanley, but due to the damage suffered, he could not lower the landing gear. He was forced to bail out. He landed at sea and was picked up by a UH-1H of CAB 601.
- 14. F/Lt. John Leeming, RAF 800 Naval Air Squadron, Sea Harrier FRS.1 XZ500, engaged the third CANA Skyhawk 0667/3-A-314 flown by Tte. de Fragata Marcelo Marquez, with his 30-mm guns since his AIM-9L's refused to launch. Marquez's Skyhawk exploded killing the pilot. Leeming was forced to fly through the debris that fell into Falkland Sound.

Action would later occur again on the 23rd. This time a group four Argentine Army helicopters would run into the Sea Harriers of No.800 squadron near Shag Cove, West Falklands. These helicopters were carrying ammunition to the troops at Port Howard.

- 15. F/Lt. David Morgan RAF, 800 Naval Air Squadron, Sea Harrier FRS.1 ZA192/92, engaged a Puma SA.330L AE-503 of CAB 601 (Batallon de Aviacion de Combate/Compania de Asalto A). The helicopter flew into the ground while trying to evade the attack. Luckily, the crew escaped before AE-503 exploded. Both Morgan and his wingman, John Leeming in ZA191, destroyed a A-109A AE-337, of the same unit, on the ground after its crew abandoned it. Morgan later shot up another Puma AE-500 that had left its hiding place to search for survivors of AE-503. The crew abandoned AE-500 before Morgan had opened fire with his 30-mm cannons. AE-500 was later destroyed by a pair of Sea Harriers of 801 Squadron. The crews of these destroyed helicopters were picked up by the fourth surviving helicopter and flown out of the area.
- 16. Lt. Martin Hale RN, 800 Naval Air Squadron, Sea Harrier FRS.1 ZA194, shot down a IAI Dagger of "Grupo 6 de Caza" of "Punal" flight with an AIM-9L missile which exploded killing the pilot Tte. Hector Volpani. The remains of C-437 came down on the west side of Elephant Bay about 2 miles from the Pebble Island settlement. His body was recovered and flown back to the mainland. He was part of "Punal" flight that tried to attack British shipping, but turned back when warned of the Sea Harrier Combat Air Patrol (CAP).

On May 24th, the IAI Daggers of "Grupo 6 de Caza", "Oro" flight would encounter "La Muerte Negra" of 800 Squadron when another double kill was claimed:

- 17 and 18. Lt. Cdr. Andy Auld RN, 800 Naval Air Squadron, Sea Harrier FRS.1 XZ457/14, shot down two IAI Daggers

of "Oro" flight, with his AIM-9L. He first hit C-419, flown by Maj. Luis Puga, who bailed out, landed at sea, and swam to Pebble Island. He was found the next day by an Argentine Army patrol and flown out of EAN Calderon, Pebble Island, on the night of 28/29th. His second missile hit C-430 flown by Capt. Raul Diaz, who ejected and was later flown out in a Grupo 9 DHC-9 Twin Otter (T-82) that evacuated wounded pilots (and the body of Tte. Volpani) on the night of the 28/29th.

- 19. Lt. David Smith RN, 800 Naval Air Squadron, Sea Harrier FRS.1 ZA193/93, shot down and killed the last member of "Oro" flight, Tte. Carlos Castillo, whose Dagger C-410 fell on the west side of Elephant Bay, a victim of an AIM-9L.

No more aerial victories were claimed until the 1st of June when an unlucky C-130E was shot down.

- 20. Lt. Cdr. Nigel D. Ward RN, No.801 Naval Air Squadron, Sea Harrier FRS.1 XZ451/006, used both AIM-9L missiles and 30-mm cannon fire to shoot down C-130E TC-63 of "Escuadron I del Grupo I de Transporte Aereo" about 50 miles north of Pebble Island with the loss of all seven crew members on board: Vice Comodoro Hugo Cesar Meisner, Capt. Carlos Eduardo Krause, Capt. Ruben Hector Mertel, S.P. Julio Jesus Lastra, S.A. Manuel Alberto Albelas, C.P. Miguel Angel Cardones, C.P. Carlos Domingo Cantezano.

On June 8th, "La Muerte Negra" would extract a toll on "Grupo 5" A-4B's in revenge for the attack on RFA Sir Galahad and RFA Sir Tristram, and the sinking of a landing craft "Foxtrot 4", (killing six British soldiers) from HMS Fearless, which was sunk by "Mazo" flight of "Grupo 5 de Caza". Tte. Vazquez was jumped by two Sea Harriers from 800 squadron. In the process, the Harriers scored the last double kill of the conflict.

- 21 and 22. F/Lt. David Morgan RAF, No.800 Naval Air Squadron, Sea Harrier FRS.1 ZA177/77, used his two Sidewinder missiles to hit C-226 flown by Tte. Juan Arraras who was killed. His second victim was C-228 flown by Tte. Alfredo Vazquez who managed to bailed out, but his chute was observed on fire and his body was never found.
- 23. F/Lt. David Smith RN, No.800 Naval Air Squadron, Sea Harrier FRS.1 XZ499/99, shot down the third member of "Mazo" flight with an AIM-9L, C-204 flown by 1/o. Tte. Danillo Bolzon. The aircraft crashed into the sand dunes on Lafonia Beach. The pilot's body was found in the wreckage. This was the last aerial kill of the conflict for the British side.

By the end of the conflict a total of twenty-three confirmed and three probables were claimed; fifteen plus one probable by No.800 and eight plus two probables by 801. The two top scoring pilots were David Morgan (800) and Nigel Ward (801) with three victories apiece.

On the Argentine side, only one victory was claimed. On May 28th, a Pucara pilot claimed shooting down a British Scout helicopter. Tte. Miguel Angel Gimenez of "Grupo 3 de Ataque, II Brigada Aerea" was flying FMA IA-58A Pucara A-537 with another pilot. Their mission was to seek and destroy enemy helicopters near Goose Green. Argentine sources claim that they destroyed two Scout helicopters, but after the attack, while trying to reach Puerto Argentino, Tte. Gimenez fell victim to a

Continued on page 96.

Fuerza Aérea Dominicana

Henrico Angerman

Here is report about my recent visit to the main FAD air-base of the Dominican Republic; Base Aérea San Isidro. I was there for the fourth time since 1998 and would like to share my notes with SAFO readers who have an interest in this little, but professional, air arm of the Caribbean. In April 2000, the following were noted at San Isidro Air Base: The main (and only) combat unit within the Fuerza Aérea Dominicana is the Escuadrón de Combate "Dragones" flying the survivors of the eight delivered Cessna A-37B Dragonfly's. At that time, only five aircraft were available to the unit; four of them in flying status (3701 ex 69-6420, 3702 ex 70-1311, 3704 ex 71-0868, and 3707 ex 73-1067). The fifth aircraft (3703 ex 71-0871) is stored but in flying condition. A-37B 3708 (ex 71-1413) was noted in derelict condition; it suffered a landing accident during 1998 while preparing for a show celebrating the 25th anniversary of the FAD! Finally, 3705 (ex 70-1281) was gone, probably scrapped as it was in unserviceable state during my first visit in 1998!

All eight ordered ENAER T-35B Pillans have been delivered to the Escuela de Aviación to supplement, and finally, replace the older T-34B Mentors which have been flying in the FAD for more then twenty years in the FAD. Noted were 1800 (c/n 223), 1801 (224), 1802 (225), 1803 (226), 1804 (227), 1805 (228), 1806 (229), and 1807 (230). The FAD is very pleased with this new a/c and has ordered another batch of four to be delivered by the end of the year. According to FAD crew, they will be fitted with underwing hardpoints! Although their days looked numbered after the arrival of the Pillans, a few where in more than good condition and the FAD decided to operate these for another four years. They received a new white/ orange color scheme with a full colour national flag painted on the rudder. T-34B Mentors still with the EA in April were 1601 (Bu.140687), 1607 (Bu.140802), and 1610 (Bu.144066). Noted wfu in a hangar were Mentors 1600 (for preservation), 1602, 1605, and the remains of the 1611 which had crashed near the base on 25 June 1999 killing its pilot Primer Teniente A. Castillo R. (a good friend of mine and Capitan D. Acevedo).

On April 14th, the Escuadrón de Transporte "Pegasus" received its first new CASA 212-400, serialled 3500 (c/n 468), while two months later the second one arrived with serial 3501 (c/n 469). The two will be more then welcome, since the FAD withdrew its last C-47 in early 1991, they have been operating only a few light transports such as the Beech 60 Duke 1538 (c/n P.476 ex HI-322), Cessna T.207 1537 (with c/n plate removed!), and Piper PA.31 1535 (c/n 31-283), all still with the unit in April 2000. Another possible future FAD aircraft, a Beech 100 registered HI-663CA, was noted in a hangar awaiting a drug-runner investigation. The sole survivor of the Cessna T-41D trainers, 1508 (ex 71-1061) is also with the Transport unit, although wearing Escuadrón de Combate insignia! Noted in a corner of the base, where once a hangar existed which was totally destroyed by Hurricane 'George' in late 1998, were the remains of several a/c including Cessna O-2A 1703 plus one, T-41D 1513, a Mentor, two Piper a/c (military or civil?), the remains of a C-47, and Aero Commander 680E 1524. Another O-2A (1700 or 1701) is now preserved at the main gate.

The FAD has sold almost all their Bell 205A-1 helicopters, gone by April were 3018 (c/n 30235), 3019 (30252), 3023 (30105), 3024 (30106), 3026 (30182), and 3028 (30117). They are sold,

according to FAD maintenance crew to the US! (Does anyone know their current status in the US?) Bell 205A-1 3025 (30181) is preserved on a pole at the FAD sport- complex. 3027 (30296) was still stored inside the units hangar with a damaged tail section, but also for sale! Flying with the Escuadrón de Helicópteros "Aguilas" are the six ex US Army Bell UH-1H (called "Ratones" or mice by their crew), all of them wearing no serial number and a very small national insignia on the tail (toned down). The FAD serials are painted on the rear seat! All six Hueys were noted and are: 3030 (69-15005), 3031 (69-15846), 3032 (70-16310), 3033 (70-16253), 3034 (69-15601), and 3035 (69-15369). Restored to flying after several years in storage is Hughes OH-6A (H.369A) 3014 (c/n 801079W) painted in three tone blue camouflage scheme, like SE.3130 Alouette II 3020 (c/n plate painted over!) which was in the same colours.

Flying as Presidential transport is AS.369C 3029, while its older brother, AS.365C-1 3022 (c/n 5003) is wfu and up for sale! The new Dominican President, Hipólito Mejía, has asked for a bigger (and more expensive) helicopter, an said he liked the American S-70 Blackhawk of the US President!

In the coming year, the FAD will receive at least a number of (Brazilian built?) AS.350 Ecureuils as a replacement for the sold Bell 205. They have also a wish for a twin-engine helicopter for "at sea" rescue operations. For this they have looked at second- hand Bell 212 or 412 helicopters.

Although no longer a "Caribbean Power" as in the Trujillo years, the FAD is still very professional force, looking to update its air arm with a small budget and help from the US in fighting the drug runners; a job that the FAD takes very seriously.

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Photo Captions - Photos on page 74. (All photos where taken by the author at San Isidro, 11 April 2000.)

1. T-34B Mentor '1607' showing its latest colour scheme. Overall white with orange trim and black lettering, anti-glare panel, and spinner. Propeller blades are black with white/black/white tips. The aircraft us on of four that operates with Escuela de Aviacion.

2. Latest addition to the Escuela de Aviacion are eight T-35B Pillans, like this '1804'. The FAD has ordered another four of these ENAER-built a/c. Aircraft is overall white with orange trim, black lettering, white spinner, and black propeller blades with white/black/white tips.

3. A-37B '3701' is one of the five "Dragons" that still fly with Escuadron de Combate. Their main task, besides "air defense", is to patrol the Caribbean skies for drug runners. Aircraft is camouflaged in "Vietnam" colour scheme.

4. Small-air-force enthusiasts will remember the FAD glory days when the flew F-51D Mustangs! The only reminder of this is the "Dragon Mouth" painted on the A-37B's that replaced the Mustangs. The mouth is red with white teeth. The eye is white with a black pupil. 5. The main helicopter in the FAD is the Bell UH-1H, known to the Dominicans as "Ratones" or "Mouse". They have only a very small toned-down national insignia on the tail. Serial '3031'. The aircraft is a faded tan overall.

Desert Gladiators

Alex Crawford

During the Second World War, the Gloster Gladiator saw most of its service in the deserts of North and East Africa. The RAF operated 33, 80, 94 and 112 Squadrons and 'K' and 'X' Flights in Africa and Arabia. The South African Air Force operated 1 and 3 RAAF Squadrons in East Africa, while the Australians had their own 3 RAAF Squadron in North Africa. In this article I shall deal with the foreign air forces that used this remarkable aircraft in the desert.

ROYAL EGYPTIAN AIR FORCE

When Italy entered the war, Egypt, on British advice, declared neutrality, but the presence of British troops soon brought the realities of war to the country. During the early days of the war, the RAF and REAF accepted responsibility for the defense of the naval base at Alexandria against attacks from the Regia Aeronautica aircraft based in Rhodes.

The REAF at this time was mostly equipped with obsolete aircraft comprising of 24 Avro 674s, license-built Audaxes, serials K400-K405 and K501-K518, 10 Avro 626s, serials J323-J332, as well as additional training aircraft. These were supplemented in 1939 with the purchase of 18 ex-RAF Gladiators, serials L8005 and L8012-L8028. These were provided under the Anglo-Egyptian Defense Agreement and given the Egyptian serials K1331-K1348. Also included in the Agreement were 20 Westland Lysanders, serials Y500-Y519. In 1940, a further batch of Gladiators were purchased from Britain, these being ex-RAF N5875-N5892, Egyptian serials L9030-L9046. Additional Gladiators may have been passed on to the Egyptians, but the serials are unknown.

By June 1940 the REAF comprised of the following: 1 Squadron: Lysander MkII; 2 Squadron: Gladiator MkII; 3 Squadron: Avro 626; 4 Squadron: Avro 674; 5 Squadron: Gladiator MkII

21/6/40: The first Italian raid on Egypt was carried out on the night of the 21/22 June against the naval base at Alexandria. No damage was caused to the port and the raiders escaped undamaged.

Both of the REAF Gladiator Squadrons were placed under the command of 252 Fighter Wing RAF. 2 Squadron was based at Helwan under the command of Sqn Ldr Muhammed Ibrahim Abu Rabia. While 5 Squadron was based at Dekhalia. The Lysanders were split into two flights, one of which was sent to the Suez on anti-shipping duties while the other was based at Baharia Oasis on reconnaissance duties.

28/11/40: Italian bombers carried out a raid on the Suez Canal but no shipping was located. Gladiators were scrambled from 5 Squadron, but these failed to intercept the bombers.

Throughout 1941 the Suez Canal area was the target for many Axis raids. Although the Gladiators were sent up after most of them, the speed of the bombers proved too much for the slower biplanes. It was the same old story the Gladiators could only catch the bombers in a dive, but very seldom did they have the advantage of height.

28/3/41: The closest the Egyptian pilots came to shooting

down an enemy aircraft was on the 28th March. A 2 Sqn Gladiator took off to intercept enemy aircraft over Helwan, as the pilot lined up on the Heinkel He 111, his guns jammed. He could only watch in frustration as the bomber escaped unharmed.

In early June 1941, a group of junior REAF pilots obtained aerial photos of the British front line positions. They intended to pass these on to the German authorities. One of the pilots, Plt Off Ahmed Saudi Hussein took off at first light on the 7th July and flew off towards the German lines. However, he did not get very far when he was intercepted by two Bf 110s from I/ZG27 and was shot down by Lt Hans-Arnold Stalschmidt. The next morning Wt Off Muhammad Ridwan Salim took off in another attempt to reach the German lines. This time he was successful and delivered the photos.

When news of this defection reached Cairo the REAF High Command grounded the entire Air Force. The British were seemingly unconcerned about the whole incident. The commander of the REAF resigned while three of his senior commander and fourteen junior officers along with seventeen NCOs were transferred to the army as a disciplinary measure.

During the Desert Campaign of 1942, the air defense of the rear areas and also that of the Sinai was the sole responsibility of the two Gladiator squadrons. The REAF, by this time, was starting to receive newer equipment, in the shape of ex-RAF Hawker Hurricanes, to replace some of its more obsolete aircraft.

By 1943, the REAF had on strength around 140 aircraft, mostly worn out and obsolete. By this time, 2 Sqn was based at Almaza still with 15 Gladiators, while 5 Sqn were in the Suez area with 14 Gladiators. In addition to these, the RAF had 1411 Met Flight which was fully equipped with Gladiators, but was entirely manned and serviced by Egyptian personnel. The aircraft even carried Egyptian markings.

The Gladiators were soon relegated to second line duties and in 1945 they were retired from active service.

Royal Egyptian Air Force Gladiator Serials

From photographic evidence, it appears that the Gladiators retained their RAF serials, with a smaller Arabic serial below them. Serials: L8005, L8012, L8013, L8014, L8015, L8016, L8017, L8018, L8019, L8020, L8021, L8022, L8023, L8024, L8025, L8026, L8027, N5875, N5876 (repossessed by 80 Squadron RAF), N5877, N5878, N5879, N5880, N5881, N5882, N5883, N5884, N5885, N5886, N5887 (repossessed by 94 Squadron RAF), N5888 (repossessed by RAF), N5889 (repossessed by 94 Squadron RAF), N5890 (repossessed by 94 Squadron RAF), N5891 (repossessed by RAF), N5892 (repossessed by 94 Squadron RAF).

Camouflage and Markings

The first batch of Gladiators were overall aluminium dope. National markings appeared on six positions with green/white/green stripes on the fin, similar to the RAF style fin flash. The serial number was in black in both Arabic and English aft of the fuselage roundel. The second batch of aircraft were probably left in standard RAF camouflage of two tone

sand/dark brown upper surfaces with the black/white or light blue undersides. National markings and serial were as before.

FREE FRENCH AIR FORCE

When the French forces surrendered in June 1940, a large portion of their ground and air forces decided to fight on alongside the allies. In the desert, numerous French pilots joined various RAF squadrons until suitable Free French formations could be organized. For a while in June and July 1940, 80 Squadron had on strength two MS 406's with several French pilots. These subsequently moved to join 274 Squadron when it was formed on Hurricanes.

One French unit, Groupe de Chasse 'Alsace', operated six Gladiators in early 1942. These were probably used as training aircraft, as the unit was equipped with Hurricanes. Information on this unit is difficult to come by, and I only know the serials of two positively identified and one probably, of the six aircraft. It is possible that they were ex-237 Squadron machines, but I do not know for sure. If anyone has further information on this unit, please let me know.

Free French Gladiator Serials

Serials: K7937 (force landed at Assuit 26/6/42. To 58 RSU), N5824 (ex-237 Sqn. Struck off charge 1/5/43. The history matches N5856 so it is possible that this aircraft also served with the French), N5856 (ex-237 Sqn. Struck off charge 1/5/43).

Camouflage and Markings

The only known colour scheme for the Free French Gladiators is for K7937 in overall aluminium. French roundels are in the normal six positions. The wing roundels do not have the white middle ring; it is the same colour as the wings, i.e. aluminium. The rudder is striped blue/white/red. A black '1' was placed on the fin. On the fuselage and under the bottom wing are placed Cross of Lorraines. Instead of the normal French blue, the roundels, rudder stripes and Cross of Lorraines are a light blue.

ROYAL IRAQI AIR FORCE

During the thirties the Royal Iraqi Air Force purchased numerous aircraft from various countries. Among these purchases were 15 ex-Royal Air Force Gladiator MkIs, although the exact date of purchase remains a mystery. Although pro-British, Iraq, being a neutral country, was a hot bed for foreign spies bent on undermining British influence. This came to a head when Raschid Ali Al Ghailani came to power in early 1941. Raschid was anti-British and, with German help, he brought about a revolt to throw the British out of Iraq. He sent a large force to take over the RAF camp at Lake Habbaniya. By May 1941 the RIAF consisted of the following units:

1 (Army Co-Operation) Squadron. 25 Nisrs, Pegasus engined Audaxes, at Mosul.

2 (Fighter) Squadron. 9 Gladiator MkIs at Kirkuk.

5 (Fighter) Squadron. 15 Breda Ba.65s at Raschid.

7 (Fighter) Squadron. 15 Douglas-Northrop 8A-4s.

In addition to these there were 4 twin engined Savoia SM.79Bs, plus numerous Rapides, Dragonflies, Ansons and Tiger Moths.

2/5/41: On 2 May 1941, RIAF aircraft made several attacks on the RAF base at Habbaniya. The first was at 1000 hrs when

several strafing runs were made. During one such attack, by six Gladiators, two Audaxes and one Oxford were destroyed on the ground. The Savoias also participated in one raid and these were intercepted by a lone RAF Gladiator flown by Fly Off Cleaver, although little damage was inflicted. A Ba.65 was also attacked by a Gladiator, flown by Fly Off Graigie, and suffered some slight damage.

At 1800 hrs, RAF Wellingtons from 70 Sqn bombed Iraqi troops overlooking the camp and were themselves attacked by two Northrops and two Gladiators. No apparent damage was caused to both sides.

The Iraqi leaders were appealing to their German and Italian Allies for help. These two nations would eventually send air support to the Iraqis, but it would arrive too late to make any difference to the campaign.

3/5/41: The RAF bombed several of the Iraqi airfields in the hope of destroying the RIAF on the ground. During a raid on Raschid by three Wellingtons, Iraqi Nisrs rose to intercept. Gunners on the Wellingtons shot down one of the Nisrs and damaged a second. One Wellington however, suffered slight damage in return.

The SM.79s were again active over Habbaniya and Fly Off Cleaver was again able to attack them. One of the bombers was last seen losing height and trailing smoke. The Northrops also bombed the camp and were also intercepted by a lone Gladiator. Flt Lt May inflicted some damage to one of them.

4/5/41: Iraqi airfields were once more the targets for RAF bombers. Eight Wellingtons bombed Raschid in the early morning, claiming several buildings and one biplane destroyed. Fighters took off and attacked the bombers. One of the Northrops flew too close to a Wellington and was hit by the rear gunner. The aircraft fell away pouring black smoke from its engine. Another Northrop was also damaged by return fire from a Wellington. Two Gladiators, the first of which caused slight damage to one of the bombers, made a final attack. The second Gladiator closed in on the Wellington flown by Plt Off Rash. Rash's aircraft had already been hit by AA over the target and had fallen behind the rest of the formation, thereby losing the protective fire from the other aircraft's defensive armament. The Gladiator made several attacks and eventually the big bomber went down.

Later in the day Iraqi airfields were once again the targets for RAF Blenheims. At Raschid, a SM.79, a Ba.65 and a Nisr were all attacked and the Nisr was left in flames. Baghdad was also hit and a Gladiator and three Nisrs were all damaged. A Blenheim also carried out a recce over Mosul (where two Nisrs were strafed), Kirkuk, Baghdad, and Solman Doh.

During the return flight from one of the RAF raids, a pilot saw a Nisr flying on a course of 65 degrees from Habbaniya. Also on this bearing were a force-landed Savoia and a Northrop. It was believed that these were the aircraft attacked by Cleaver and May the previous day, and subsequently their claims were upgraded to confirmed.

5/5/41: A lone Blenheim from 203 Sqn damaged two SM79s and a Gladiator during a strafing attack over Raschid airfield.

6/5/41: Raschid was again raided by the RAF on the 6th. A

hanger was left on fire, as was a twin-engined aircraft.

A lone Northrop carried out a retaliatory raid on Habbaniya and was intercepted by a Gladiator, which inflicted minor damage.

7/5/41: Early in the morning, two Nisrs carried out a surprise attack on Habbaniya. A Blenheim, piloted by Sgt Hemstead, was already in the air on a patrol over the camp. The Nisrs had completed their attack when Hemstead came down on them. One fled for home, but the other was chased across the camp at low level and eventually shot down into the Euphrates. The Blenheim was so close behind that it was covered in the muddy water thrown up by its victim.

Later in the day Iraqi aircraft were caught on the ground at Baquba. Three were completely destroyed and several more were damaged. In the air an Iraqi Gladiator was hit from behind by a RAF Gladiator flown by Plt Off Watson. The Iraqi was claimed as probably destroyed

9/5/41: Further raids were carried out on Iraqi airfields during the day by Blenheims and Wellingtons, damaging a further three aircraft.

After a week of constant attacks on their airfields the RIAF virtually ceased to exist. Both the Germans and Italians had promised aid, but this was slow to arrive and, when it did, it was too late. Raschid was forced to flee for his life and the former Government was restored. The RAF helped to rebuild the RIAF and supplied them with several more Gladiators. These were used to patrol the various tribal states that made up Iraq. Two of these Gladiators were still in service at Mosul during 1949. The number of Iraqi Gladiators lost during the Revolt is unknown but it would appear to number around five.

Royal Iraqi Air Force claims

2 Sqn: Audax destroyed on the ground at Habbaniya, 2/5/41; Audax destroyed on the ground at Habbaniya, 2/5/41; Oxford destroyed on the ground at Habbaniya, 2/5/41; Wellington shared destroyed over Raschid, 4/5/41.

Royal Iraqi Air Force Gladiator Serials

Most of the aircraft listed were delivered after the Iraqi Revolt. At this time, the serials of the initial batch of 15 aircraft bought from Britain during the late thirties are unknown, although they may include K6140, K6141, K6147, K8005-K8007, and K8011. As yet I do not know what serial numbers the Iraqi's gave their Gladiators. K6140 (returned to RAF); K6141 (returned to RAF); K6147 (returned to RAF); K7897; K7907 (delivered 12/42); K7929 (delivered 12/42); K7947; K7989 (delivered 12/42); K8005; K8006; K8007; K8011; N5780 (delivered 1/6/43); N5825 (delivered 1/3/44); N5827 (delivered '41); N5828 (delivered 1/3/44); N5830 (delivered 1/3/44); N5857 (delivered 6/2/42).

Camouflage and Markings

The Iraqi Gladiators probably wore the same colour scheme as most other Iraqi aircraft. This consisted of aluminium or silver dope overall, the triangular national markings were carried above and below the wings and on the fuselage sides. The rudder wore green/white/red/black stripes. The serial number was in Arabic with a smaller English one below.

The following sources were used in compiling this article:

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2. Dust Clouds in the Middle East, Chris Shores, Grub Street, London.
3. The War That Never Was, AVM A G Dudgeon, Airline.
4. Gloster Gladiator, Francis K Mason, MacDonald Aircraft Monographs.
5. Monografie Lotnicze #24, Gloster Gladiator, B Belcarz and R Peczkowski, A J Press.
6. Famous Fighters of the Second World War, William Green, MacDonalds.
7. Avions issue #66, September 1998.
8. Additional information kindly provided by Yuri M Svoyski and Graham Boak.

Alex Crawford, 98 West High Street, Buckhaven, Fife, Scotland, KY8 1AN, Great Britain.
E-mail: acrawford@glad.co.uk. Gloster Gladiator.

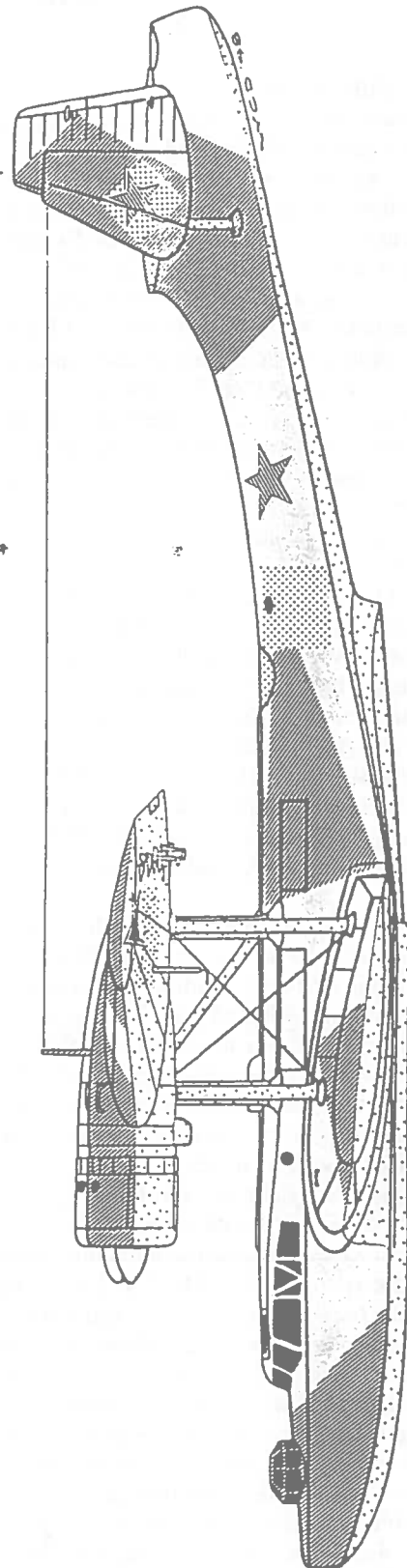
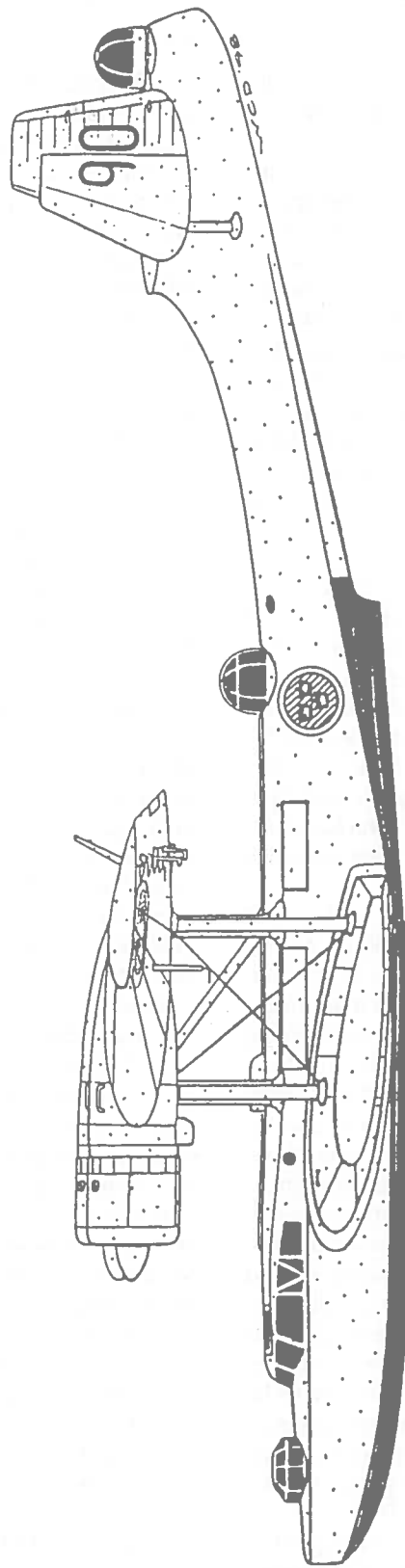
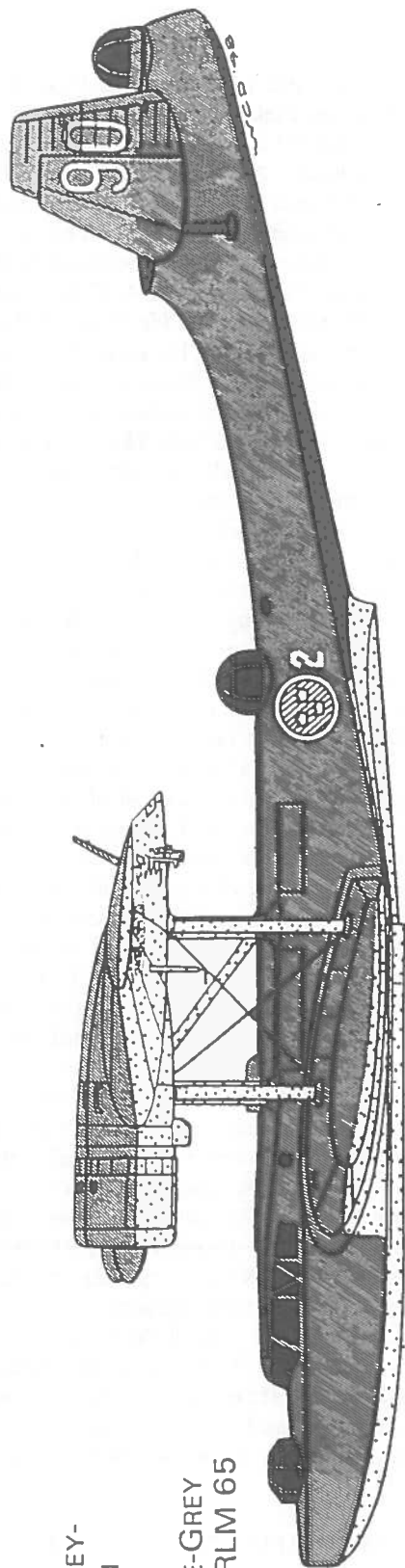
Dornier "Defectors" in Profile

1. On 31 October 1944, Do 24T-1 WkNr 3343 CM + RY of Seenotgruppe 81 landed in Hällevik, Sweden where its Luftwaffe pilot and his reportedly stunning Estonian girlfriend sought asylum. The Swedes purchased the Dornier from Germany, refurbished it, and put it into service with Flygflottilj 2 at Hägernäs as the sole Flygvapnet Tp 24. Its first Swedish finish was this typical camouflage coloration of dark grey-green ("submarine grey") above and light blue-grey below. Yellow-outlined roundels appeared in six positions, with the yellow Flottilj number aft of the roundel on the fuselage and the large yellow aircraft number 90 on the fins.

2. Swedish Tp 24 2 + 90 in a later bare-metal finish with black anti-fouling paint along most of the hull. The individual aircraft numbers are now black; no Flottilj numbers appear on the fuselage. At one time the aircraft lacked the black paint on the planing bottom. Placed into service on 10 May 1945, the Tp 24 served at F2 in the air-sea rescue role until 1951.

3. On 9 May 1945, the day before the Tp 24 went into Flygvapnet service, another Do 24T arrived in Sweden, at Trelleborg. This Dornier's crew was fleeing the Soviet occupation; its hull carried 37 Latvian refugees! Promptly claimed by the Russians, the Do 24 was handed over to the Soviet Union on 10 August 1945. Formerly WkNr 42 5W + BU of Seenotstaffe 150, its Luftwaffe markings were painted out with a rather light primer color and replaced with white-outlined red stars in eight positions. The original German maritime camouflage of dark greens RLM 72 and RLM 73 over light blue RLM 65 was retained even when seen, as depicted here, serving with *Polamaya Aviasiya* (Polar Aviation) at Igarka on the Yenisey River in 1947.

Bill Devins (SAFCH #557), 358 Arbor Rd., Lancaster, PA 17601-3204, USA.



DARK GREY-
GREEN



LT BLUE-GREY
LT BLUE RLM 65



BLUE



YELLOW



SILVER



BLACK



GREEN
RLM 72



GREEN
RLM 73



PRIMER



RED



WHITE



The Sukhoi and the Dragon Killers

Jorge Delgado

[Editor's Note: Drawings of the Ecuadorean aircraft that participated in this combat were printed in SAFO #92. This text was inadvertently omitted at that time.]

The river Cenepa is born on the eastern slopes of the Andes and flows towards the majestic Amazon river. This geographical feature on the frontier between Ecuador and Peru became a major source of contention in 1947 when diplomacy failed to arrive at an agreement for the return to Ecuador of territory awarded to Peru by the Protocol of Rio de Janeiro in 1942.

Militarily, Ecuador's air force had always been weaker than Peru's air force. Peru had purchased an immense arsenal resulting in a superiority in numbers of three warplanes to one. However, this numerical superiority led to a over confidence that would cost them a bitter lesson when, in the middle of January of 1965, Ecuador was forced into an armed confrontation with its neighbor to the south. The frontier was, once again, a battle ground.

On 29 January, Peru began an offensive against the Ecuadorean army posts along the 78 kilometers of the ill-defined border. Around noon of 10 February, enemy warplanes were detected by the early-warning system and ground control alerted Squadrons 2112 (Mirage F-1) and 2113 (Kfir C-2) whose pilots were already in their cockpits waiting for the order to "scramble". Flight "Bronco" (Kfir FAE 905 & 909) with Capt. Mauricio Mata as leader and Capt. Wilfrido Moya as his wingman and flight "Conejo" (Mirage F-1 FAE 806 & 807) with Maj. Raul Banderas as leader and Capt. Carlos Uscategui as wing his wing man were ready.

"At 1247 hours we received the order to take off, and by 1249 hours we were in the air registering a speed of 450 knots. We made the first turn heading 1-4-0 while climbing to 30,000 feet. Air defense indicated that the "bogies" were at 170 miles in the direction 1-7-5. We descend to 20,000 feet intent on intercepting and destroying the intruding aircraft. Turning to the direction 14-0-0, two echoes were observed on the radar at 15 miles with direction 1-0-0 at 2,000 feet. I notified my wingman to assume combat position. In the direction 0-6-0, some 10 miles from Tiwintza, we sight two airplanes at our 11 o'clock position, 7 miles distance. I notified my wingman and we go into after-burner while notifying the Kfirs that were somewhere near. We reduce speed to 0.95 Mach and at a range of 4 miles we had missile tone indicating that all was ready to fire. As the distance shortened, my alert radar indicated that we were being scanned from behind and we proceeded to emit electronic counter measures and were able to 'unhook' the threat. We have to be alert since this emission could have come from the enemies close-air support. At that moment, I identified the two bogies as Sukhoi 22s with their big fuel tanks under the wings and unmistakable snub noses. They are a black green color."

Meanwhile, "Kfir 905 and 909, flying close to the ground heard our message, and they go into after-burning and assume a near-vertical climb. As they were going up, they came across

two Peruvian A-37B that were just coming out of their dive delivering their load of death on Ecuadorean positions. With a quick maneuver the Kfirs achieved a good firing position with the tone loud in their headphones. A Python 2 missile left the rail of one of the Kfirs and found the target. With no other choice, the A-37B crew used their ejection seats. The other A-37B made a run for a bank of clouds close to the ground with Kfir 909 in hot pursuit. (One of the pilots of the A-37 that ejected fell within a kilometer of the river Cenepa. He proceeded to river and inflated the raft that comes with his survival kit and started out down stream. When night came, he slept in the jungle and, the following day, he continued down stream until he was found by a Peruvian patrol that rescued him. The other pilot landed in a tree and, after freeing himself, he went toward the Peruvian lines avoiding the fire of the Ecuadorean mortars to be rescued by another group of Peruvian soldiers.)

"In the lead Mirage F-1 (807), I launched a Matra 550 missile from a distance of about 1.5 miles from the Peruvian Su-22 and then broke to the left so my wingman (806) could make a shot at the other Su-22. We observed almost two simultaneous impacts in the form of small white clouds of smoke. Both warplanes began to trail dense columns of black smoke while they continued flying with difficulty. I turned to the right and shoot a second missile that describes a wide arc before it impacts the Sukhoi transforming it into an enormous ball of fire. The pilot ejected and floats suspended in the Cenepa sky on an immense beige parachute. The second Su-22 also received a second missile that impacts. It continues flying with difficulty for a few brief seconds until the pilot also used his ejection system. (The pilot of the first Sukhoi 22 shot down survived wounded and without food or medicine for 11 days before he died. His body was found dead by native of the area. The other pilot was also found death months after the conflict has ended, still hanging in his parachute harness from a tree where he had landed.)

"We returned home through the corridors assigned for that day. When we landed at their home base, the ground crews, on seeing the warplanes without their missiles, ran to the taxi ramp and crowded around our Mirages. We opened our canopies, took off our helmets, and stood up in our seats waving our arms in the air shouting, "WE HAVE SHOT DOWN TWO REDS!". Moments later, we proceeded to mark our warplanes with the kill markings that credited us with destroyed planes."

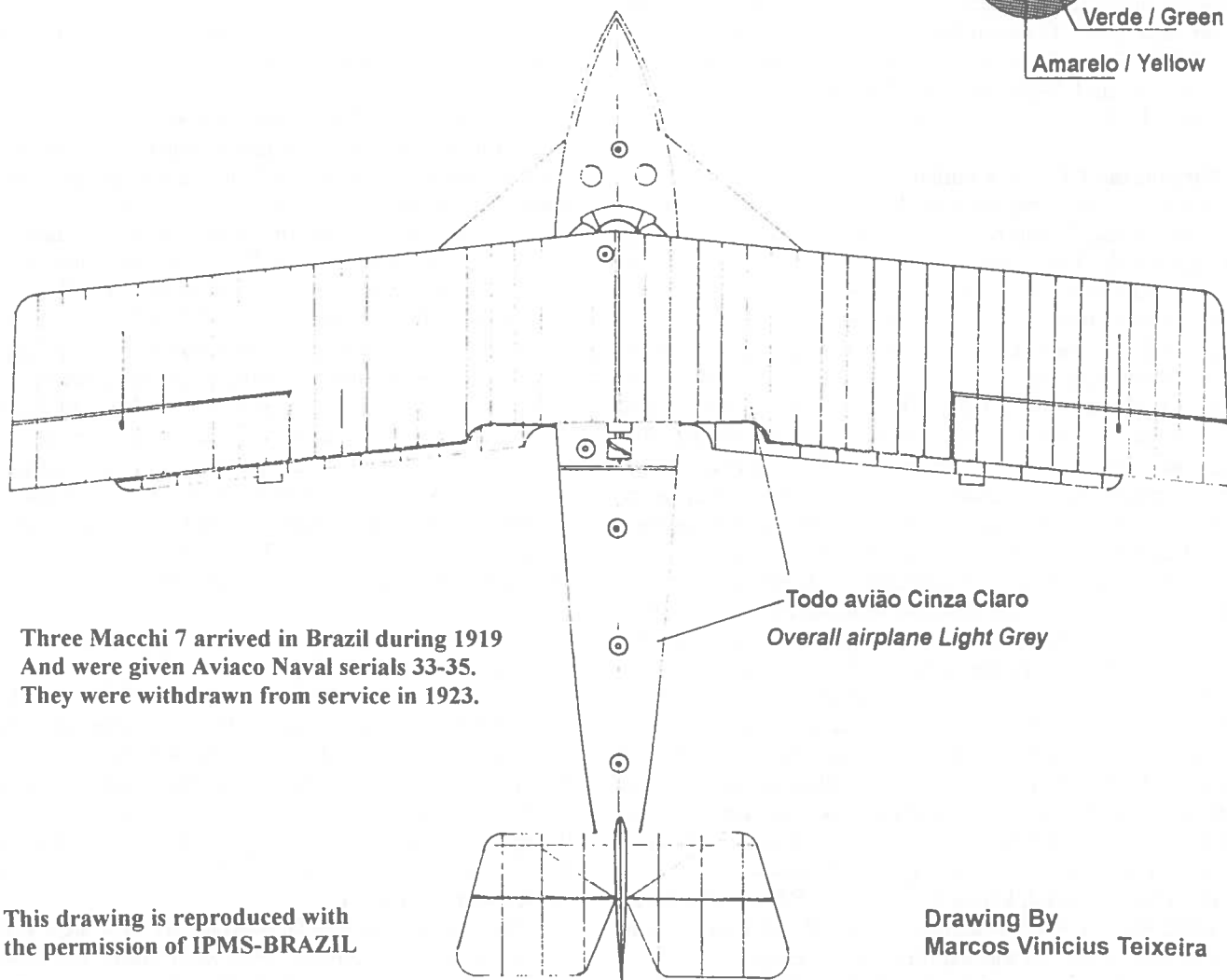
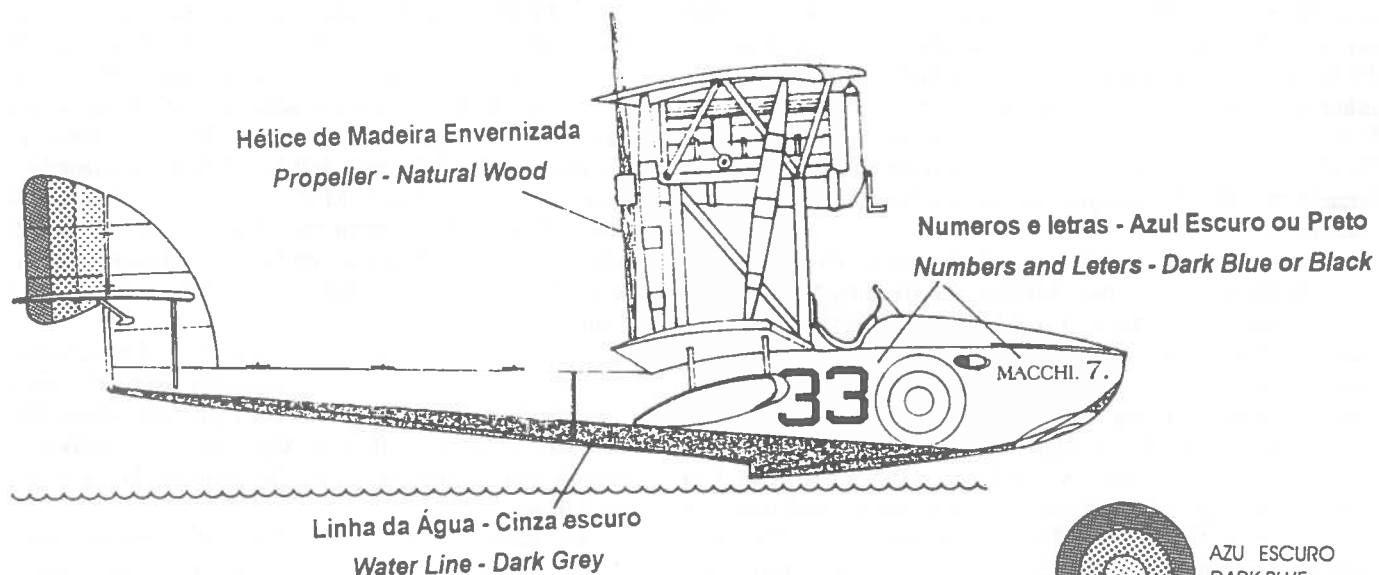
The challenge in the Mountain Range of the Condor was accepted and for them it was victory. They had accomplished the dream of all fighter pilot. They were no longer common men; they were Heroes of the Homeland. After this action, the Peruvian Air Force stopped the air raids and, within a few weeks, a truce was signed.

Jorge Delgado (SAFCH #862), PO Box 2207 - URDESA, Guayaquil, Ecuador.

MACCHI 7

Brazil's First Fighter

Escola de Aviação Naval - 1919
Ilha das Enchadas



Three Macchi 7 arrived in Brazil during 1919
And were given Aviaco Naval serials 33-35.
They were withdrawn from service in 1923.

This drawing is reproduced with
the permission of IPMS-BRAZIL

Drawing By
Marcos Vinicius Teixeira

Paraguayan Military Aviation Fairchild PT-19

Antonio Luis Sapienza Fracchia

Lend-Lease PT-19 for Paraguay

Through the Lend-Lease Program, the Paraguayan Air Arm received a total of 18 Fairchild PT-19A-FA, among other aircraft including BT-13, AT-6A, and UC-45F. The Fairchild arrived in Paraguay in crates in various shipments. The first four PT-19 were officially delivered on December 9, 1942, and the other 14 planes arrived between December 11 of that year and February 16, 1943. Once assembled, they immediately replace the Breda Ba.25s in the role of primary trainers in the Training Squadron of the Paraguayan Air Arm at Ñu-Guazú AFB near Asuncion.

One curious thing about the serials of these PT-19 was that they received the last two numbers of the original USAAF serials, which were painted in black square numbers in the middle of the fuselage. All the planes kept the overall aluminum color scheme with the Paraguayan roundel in four wing positions and the Paraguayan flag colors on the rudder with a yellow star on the white stripe. The anti-glare panel was matt black.

In 1944, 17 PT-19 were in service, but some of them were in storage. One Fairchild was severely damaged beyond repair in an accident at Ñu-Guazú AFB at the beginning of 1944, with both crew members receiving minor injuries. From 1943 to 1949, a total of 23 pilots were trained in the PT-19s, and among them were some future Commanders of the FAP: In 1946 SubLt. PAM Adrián Jara (FAP Commander between 1962 and 1969); In 1947. SubLt. PAM Luis González Ravetti (FAP Commander between 1977 and 1988), and, in 1948, SubLt. PAM Vicente Quiñónez (FAP Commander between 1969 and 1977).

The Paraguayan PT-19 in Combat

In 1947, a cruel revolution broke out in Paraguay. A great part of the Army, the entire Navy, and half of the Air Arm took arms against the President (Gen. Higinio Morínigo). At that time, only 9 Fairchild PT-19 were in flight status; 6 others were in maintenance and 2 were wfu. The rebel pilots succeeded in taking five PT-19s and flew them to the Rebel base of Concepcion in the northern region, on March 8. Some other rebel pilots managed to fly out some BT-13s. These planes were the base of the Revolutionary Air Arm based at Concepcion. All the rebel planes were painted with a black "V" (for Victory) on the fuselage, while the Fairchild fleet loyal to the government received red, white and blue stripes on the wings and fuselage (as the Fiat CR.20bis fighters during the Chaco War).

On March 16, rebel PT-19s and BT-13s bombed the enemy positions in Belén-Cué and Paso Né, near the city of San Pedro. Since the PT-19s were not fitted to carry bombs, small bombs were thrown "by hand" by the crew member in the rear cockpit. On March 23, two rebel PT-19s bombed government troop trucks near the Jejuí River as well as enemy positions in Pto. Antequera and Villa de San Pedro. On the 29, Fairchilds and Vultees of the Revolutionary Air Arm bombed the government positions in Ñu-Guazú, Luque, and Limpio, near Asunción, the capital. On the 31, a rebel PT-19 was shot down by AA fire during a recce mission over the region of Piripucú.

This plane crashed, killing its pilot 1 Lt. PAM Atilio Campos, while the other crew member, 1 Lt. PAM Luis Azarini managed to bail out but was captured by the enemy.

Between the months of April and May of 1947, the PT-19,

on both sides, flew many recce missions over the enemy territory. On June 19, 1947, a government PT-19 returning from a bombing mission, crashed during a thunder storm, killing its pilot, Major PAM Fausto Miranda, but the other crew member, Lt. PAM César Augusto Giménez, survived with injuries. On July 2, 1947, during a recce mission, a government PT-19 piloted by 1º Lt. PAM Lorenzo Alliana, with Sgt. MAM Adolfo Paredes, was severely hit by rebel AA fire. Lt. Alliana received a shot in his head and died instantly, but Sgt. Paredes managed to fly the plane back to Ñu-Guazú AFB where he force landed the Fairchild. On the 8th, government PT-19 and BT-13 bombed the rebel positions in Ybapovó and Puerto Milagro. On the 28th, rebel PT-19 bombed government positions near the city of Concepción.

On August 20, 1947, due to the ill-fated rebel attack over the capital Asunción, the revolutionary army was disbanded. The rebel pilots flew their PT-19s to Brazil, where they were interned. Some other flew to Argentina, but eventually all the aircraft were returned to the Paraguayan Air Arm after the revolution.

In October, 1947, an official report mentioned that a total of 12 PT-19 were still in service, but most of them were in only fair conditions. Major MAM Agustín Pasmor, who was responsible for the maintenance of the Paraguayan Air Arm since the Chaco War, managed to keep eight PT-19s in flying conditions during the late 40s and the early 50s.

More PT19s for the Paraguayan Air Arm

In the mid-50's, it was urgent to replace the existing fleet of PT-19s in order to continue with the training program of military pilots. At that time, only 4 PT-19 were in service. It was in 1956 that the Paraguayan government decided to purchase six Fairchilds from the Brazilian Air Force, of which just one was an "American" PT-19A and the other five were the Brazilian-built version of the PT-19, called Galeao PT-3FG. With the arrival of the Brazilian Fairchilds, the Paraguayan Air Arm adopted a new serial system, consisting in four digits (see table below). The four American PT-19 still in service were retired and used as a source of spare parts so they did not receive the new serials.

In 1959, Brazil donated 8 Fairchild planes to the Paraguayan Air Arm, of which two were PT-19A and six were PT-3FG, increasing the fleet to a total of fourteen planes, all of them in service at that time. They were all at Ñu-Guazú AFB. During the 50s, a total of 46 military pilots were trained in the PT-19s.

The Brazilian Fairchilds had a different color scheme. They kept the aluminum fuselage, but the wings and the horizontal stabilizers were painted bright orange, as they were when used by the FAB. The Paraguayan roundel was painted in two wing positions, upper left and below right, with the serial painted in the opposite positions in the wings. The serial was also painted in the rear fuselage in large black square numbers. The Paraguayan flag colors were painted in the rudder and the inscription T-19 was painted in the vertical stabilizer in small black square characters.

There were very few fatal accidents with the PT-19s. The last one occurs in December, 1964, when SubLt. PAM Milciades Antonio Piñeiro Saguier died when his Fairchild crashed in

Ñu-Guazú AFB. They were several other accidents with the PT-19s, but the crews received only minor injuries. During the 1960's, a total of 66 military pilots received training in the PT-19s, including two officers who were the FAP Commander-in-Chief many years later. This was the case of SubLt. PAM José Céspedes of the 1960 class (FAP Commander between 1991 and 1994) and SubLt. PAM Carlos Alberto Ovando Carvallo (Present Commander of the FAP).

At the beginning of the 1970's, the FAP had a total of 6 PT-19 in flying condition and the then Commander Gen. Vicente Quinonez asked the government for new trainers. The years of 1970 and 1971 were the last classes trained in the Fairchild. A total of 18 military pilots received their wings, some of them are still in active service in the FAP: SubLt. PAM Arnulfo Soley (present General and Commander of the Aeronautical Institute), SubLt. PAM Roberto Vera (present General and Commander of the First Air Brigade), SubLt. PAM Luis Ocampos (present Colonel and Commander of the Logistics Brigade) and SubLt. PAM Pedro Villalba (present Colonel and Commander of the FAP Airborne Brigade).

The academic year of 1972 started with the PT-19s, but the new trainers, eight Fokker T-21 (Brazilian-built version of the S.11 Instructor), were received in May of that year, replacing the Fairchild immediately. The last four PT-19 were officially withdrawn from service at the end of 1972.

Just one PT-19 continued flying occasionally at air shows and it was kept in good conditions. It was the Fairchild serialled 0011, originally purchased in 1956. This plane was last seen "complete" in a static display at Ñu-Guazú AFB in December 1979 during the celebrations of the FAP's Patroness, the Virgin of Loreto. After that, it was intended to be preserved for a museum, together with BT-13 serial 0051, T-6 serial 0129, and the Dove T-39. They were all kept in a hangar for some years, but the indifference of the then Commander Gen. González Ravetti, once trained in a PT-19, made those aircraft deteriorate at such point that they were literally thrown away in the FAP cemetery at Ñu-Guazú AFB. Only the T-6 survives to this day and I know that BT-13 0051 was sold to an American in 1991 and it might be flying in Oshkosh. Who knows!

The Paraguayan Air Arm Fairchild PT-19 Fleet

Type	c/n	USAAF serial	FAB serial	FAP serial
Fairchild PT-19A	?	42-33840		40
Fairchild PT-19A	?	42-33841		41
Fairchild PT-19A	?	42-33842		42
Fairchild PT-19A	?	42-33843		43
Fairchild PT-19A	?	42-33844		44
Fairchild PT-19A	?	42-33845		45
Fairchild PT-19A	?	42-33846		46
Fairchild PT-19A	?	42-33847		47
Fairchild PT-19A	?	42-33848		48
Fairchild PT-19A	?	42-33849		49
Fairchild PT-19A	?	42-33992		92
Fairchild PT-19A	?	42-33993		93
Fairchild PT-19A	?	42-33994		94
Fairchild PT-19A	?	42-33995		95
Fairchild PT-19A	?	42-33996		96
Fairchild PT-19A	?	42-33997		97
Fairchild PT-19A	?	42-33998		98
Fairchild PT-19A	?	42-33999		99

Fairchild PT-19A	T-42-3499	42-33833	0228	0001
Galeao PT-3FG	155		0421	0003
Galeao PT-3FG	167		0433	0005
Galeao PT-3FG	199		0465	0007
Galeao PT-3FG	268		0535	0009
Galeao PT-3FG	283		0550	0011
Fairchild PT-19A	T42-3953	42-34287	0248	0013
Fairchild PT-19A	T42-5672	42-83085	0293	0015
Galeao PT-3FG	58		0323	0017
Galeao PT-3FG	69		0351	0019
Galeao PT-3FG	104		0369	0021
Galeao PT-3FG	156		0422	0023
Galeao PT-3FG	158		0424	0025
Galeao PT-3FG	170		0436	0027

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Acknowledgements

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Photo Captions - Photos on pages 107 & 108.

1. The President of Paraguay Gen. Higinio Morínigo (center with walking stick) inspecting the first four Fairchild PT-19s of the Paraguayan Air Arm in December 1942. (FAP)

2. A group of pilots of the Paraguayan Air Arm in front of the flight line of PT-19s at Ñu-Guazú AFB in 1943. (FAP)

3. A rebel pilot and his mechanic in front of a Revolutionary Air Arm PT-19 at Concepción AFB in April 1947. (PAM René Ferreira)

4. An unidentified PT-19 at Ñu-Guazú AFB in the early 1950's. (PAM René Ferreira)

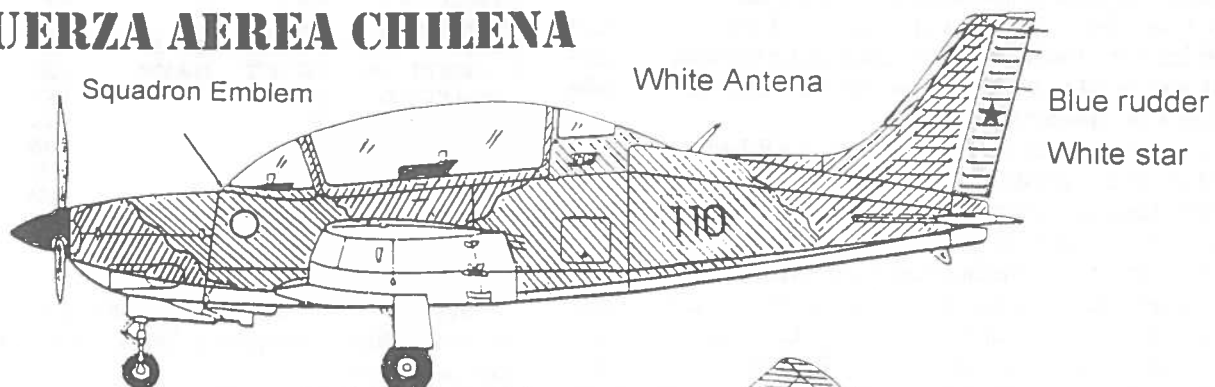
5. A cadet ready to start his first solo flight aboard Galeao PT-3FG 0021 at Ñu-Guazú AFB in 1959. (DEM Agustín Olmedo)

6. A group of Paraguayan Air Arm cadets and their instructors with a Fairchild PT-19 in 1959. (DEM Agustín Olmedo)

7. The last surviving PT-19. It is in fact a Galeao PT-3FG, serial 0011, at Ñu-Guazú AFB in December 1979. (Daniel Ferro)

T-35 - PILLAN

FUERZA AEREA CHILENA



On the lower surfaces the marking was in full color

FLAT BLACK

FRONT FACE GRAY
BACK FACE BLACK



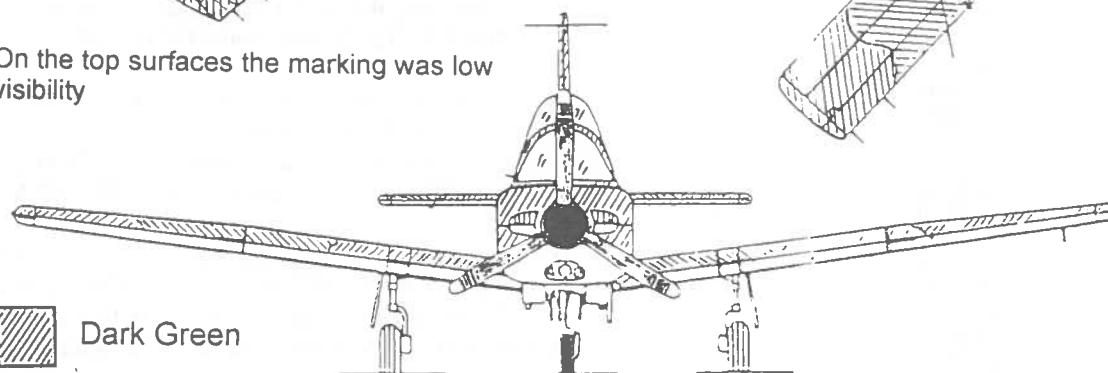
NATIONAL FLAG



HI E

BLACK
NUMBER

On the top surfaces the marking was low visibility



Dark Green



D. Sea Gray



Light Gray

MARKINGS OPOSITE UNDER WING

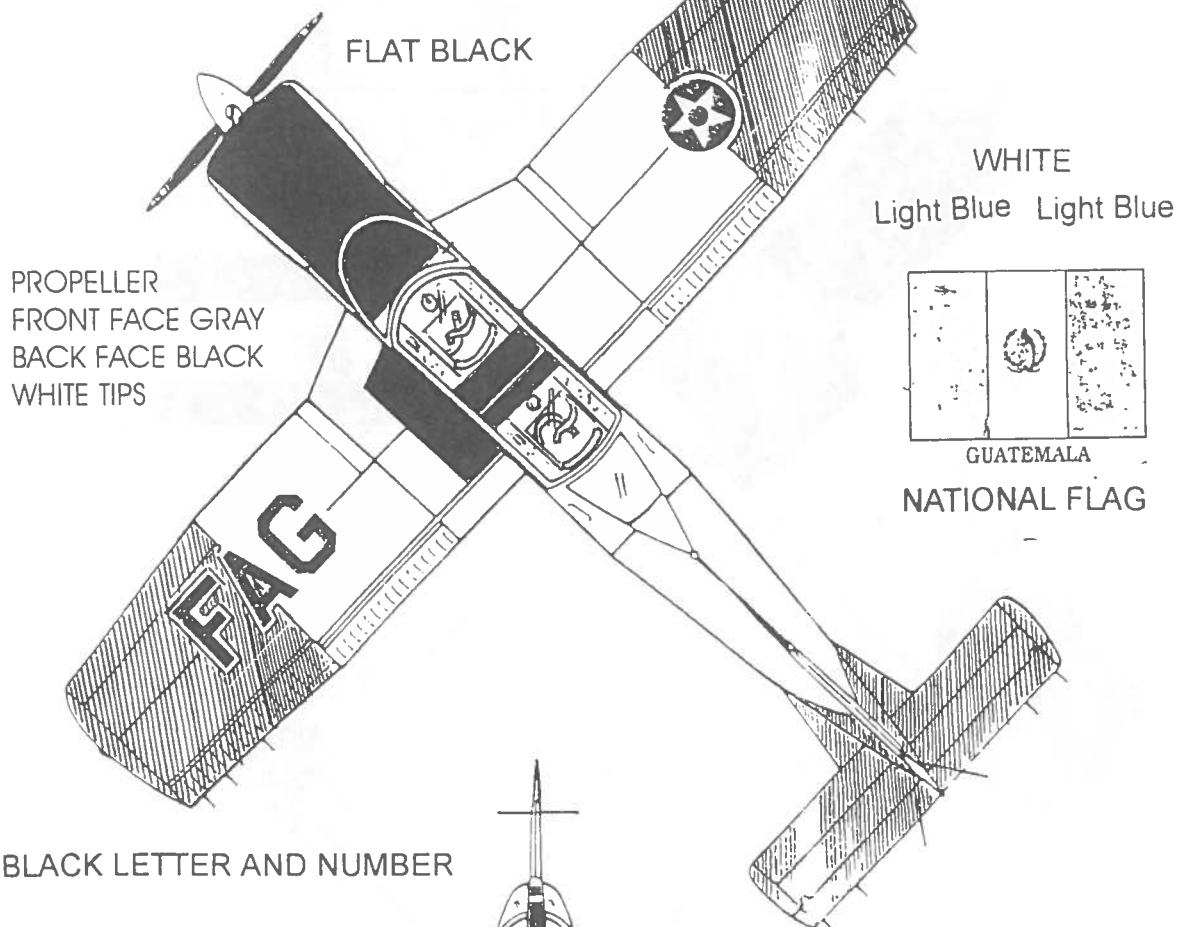
CAP JORGE DELGADO
(SAFCH # 862)

T-35 - PILLAN

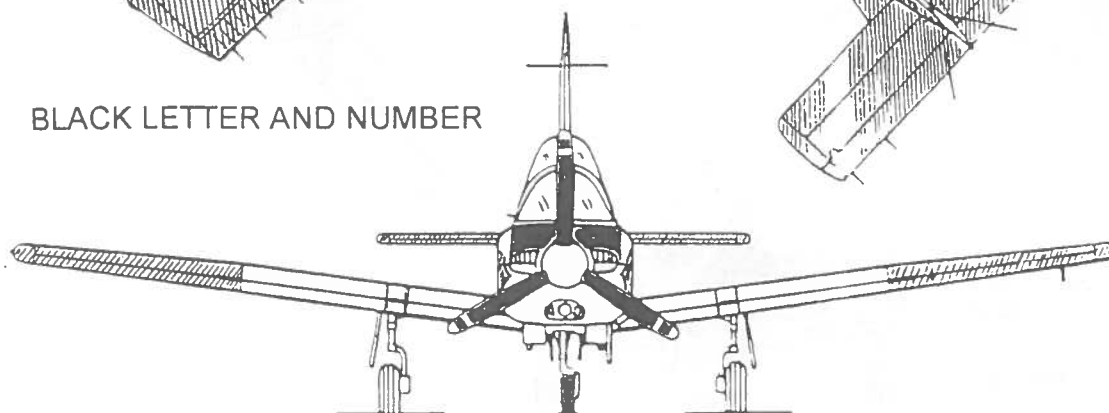
FUERZA AEREA GUATEMALTECA



ENTIRE AIRCRAFT WHITE



BLACK LETTER AND NUMBER



MARKINGS OPOSITE UNDER WING



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WITH INTERNATIONAL ORANGE (50:50)

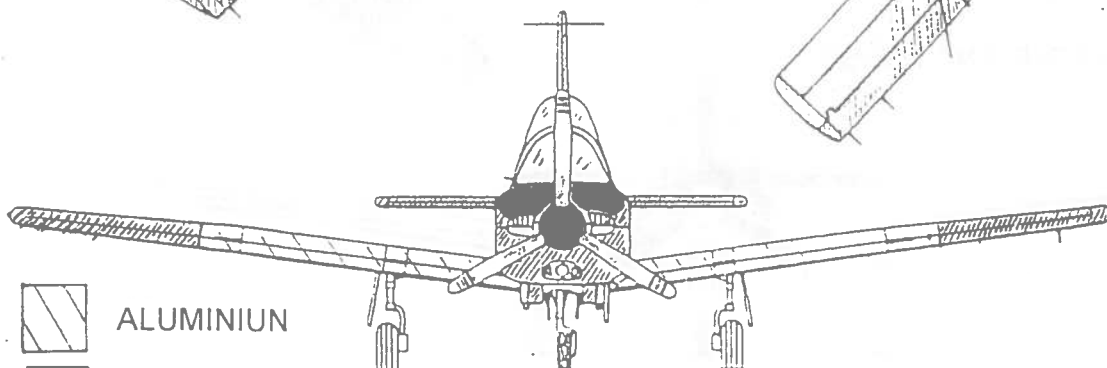
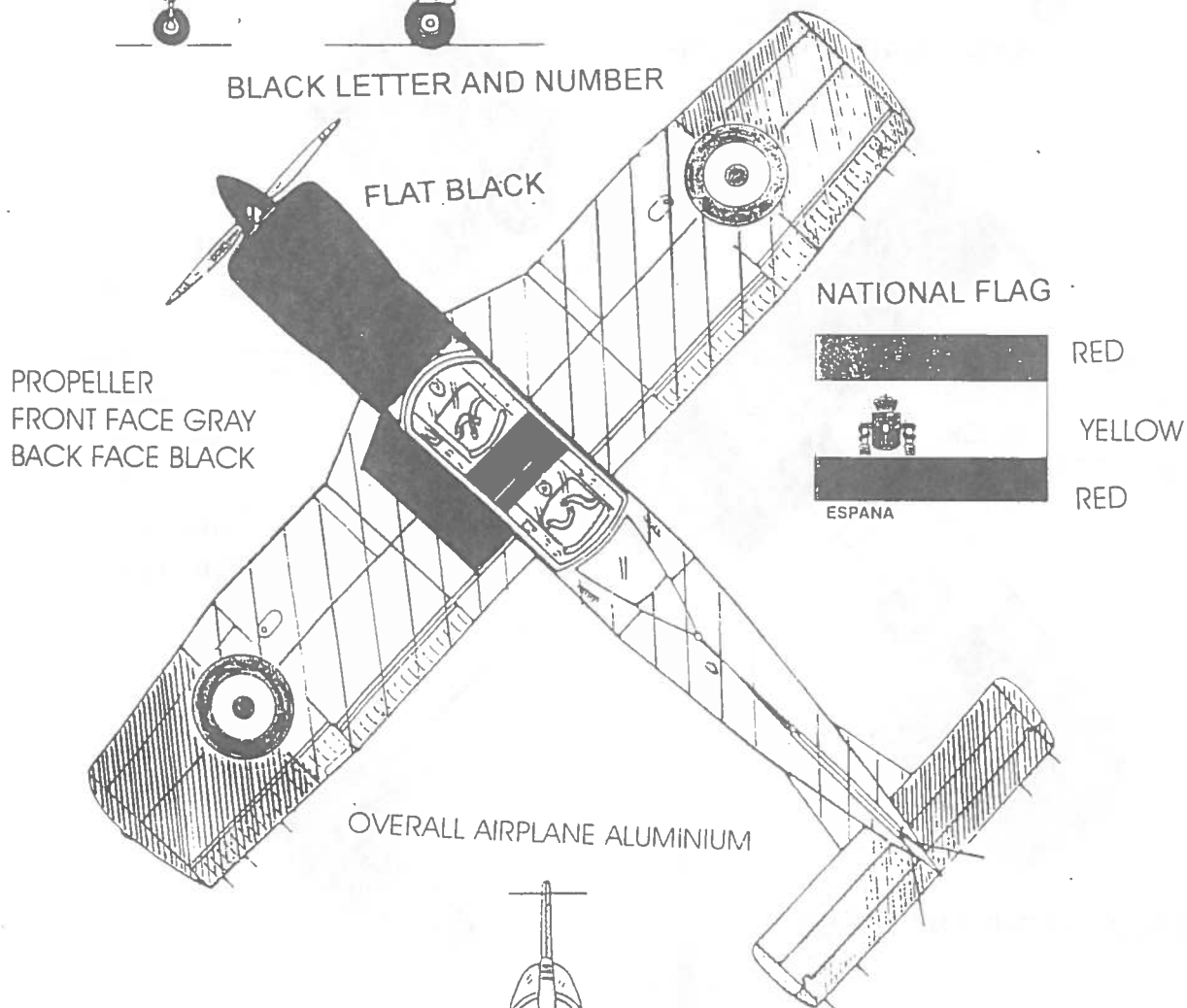
CAP JORGE DELGADO
(SAFCH # 862)

T-35 - PILLAN

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BLACK LETTER AND NUMBER



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Roundels were carried in six positions

CAP JORGE DELGADO
(SAFCH # 862)

A French Pilot in the Ottoman Army

Christian Hotte

[Author's note: In an old French magazine I recently found some interesting information about the participation of a French pilot in the Balkan Wars. The following article is a summary of information from the French magazine 'La Vie au Grand Air' from October 1912 to February 1913. I hope it will be a welcome addenda to the article by Cochrane and Layman that were published in SAFO #62 and 66.]

The French pilot, Leon Letort, enlisted on the Turkish side during the Balkan War. He was the holder of the Upper Military License #84, the first sapper aviator to have obtained this license, and during his military career he was to fly more than 15,000 km (9,375 miles). Letort left Paris on 12 October 1912 along with his mechanic Jean Lheritier, another aviator, Cailleau, a mechanic Cumont, and a Turkish lieutenant, Mithat, who has just obtained his military pilot's license in France.

On 15 October, they arrived in Constantinople and went to the Ministry of War, which Letort described as "a true palace of merchants, where Turkish coffee, cakes, and waxed shoes were sold, and everyone ran, bawled, and howled. I was somewhat taken aback by this lack of order. After having going from office to office from 9:00 AM to 7:00 PM, I finally ended up by drawing my wages. While returning to the hotel, I came upon a procession of Turkish reservists coming from Asia in their multicoloured and carnival-like costumes. They uttered mournful and wild cries."

The following day, the Frenchmen received their orders: Letort was sent to the Army of Vardar and Cailleau to Adrianople. At that time, Turkish aviation was no more advanced than that of its adversaries. Like them, it consisted of unusable aircraft sold at high prices. Letort continues: "There I found sheltered within two wooden hangars, in the middle of a vast plain, a two-seat Bleriot 70 hp in rather good state and four REP (French planes Robert Esnault-Peltre) two of which were in fly condition, two Deperdussins both very badly maintained and good only for scrapping, and two two-seat Bristol 70 hp which had never been flown. In another camp, there were two Arlan aircraft (German) under the command of a couple of Germans who never flew and who, at the time of the battle of Tchataldja, hearing the shooting, set fire to their planes and ran away."

On returning to Constantinople, Letort bought a uniform of a Turkish Lieutenant for himself and one of a Second Lieutenant for his mechanic; they were the only Turkish mercenaries to wear uniforms. He also learned that he was assigned to a Turkish aviation unit based at Keupruluhad. To reach the front, he had to travel by railway nearly 800 kms (500 miles). There he found one Bleriot 70 hp and one REP of the same power. With regard to personnel, except for a Captain, the leader of the squadron, and a Lieutenant who flew the REP, no other warrant officers ever saw an airplane. The General in command was

"lying down on a couch, among coffee and tea cups and boxes of cigarettes."

Letort performed several flights under fire from Greek troops, but, by climbing to 1800 meters (5900 feet), the bullets could not reach him.

At the beginning of November, the Turkish rout began. Since Letort and his mechanic did not have any means of evacuating their planes, they dismantled the essential parts of the engines and retreated to Salonika. At loose ends, the French pilots walked around the downtown where they were denounced as spies and led to the Greek authorities. By chance, they were turned over to Greek aviators who were interested in the spare parts. The Greeks proposed to the mercenaries that they either enlist in the Greek aviation or they would be treated as prisoners of war. However, escaping the vigilance of their guards, Letort and his companions embark on-board a French ship which took them to Marseilles.

The French mercenary pilots, returned to France safe and sound. Little did they know that they were the founders of a long line of adventurers of all nationalities who, driven by the lure of financial gain or by the spirit of adventure, would take part in all the major and minor conflicts of the 20th Century.

Christian Hotte (SAFCH #902), 6 impasse Santos Dumont, F-44470 Carquefou, France.

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Kronmarkt, Leif Hellstrom and Leif Fredin. A4, 240 pages, hardbound. Allt om Hobby. Box 90133, 12021 Stockholm, Sweden. E-mail: freddy.stenbom@hobby.se. Web site: www.hobby.se. Over a decade ago, Leif Hellstrom submitted for publication in SAFO an article about Swedish Air Force colors and markings. The editor was so impressed with the depth of coverage and the quality of the information that he suggested that Leif this material either for a multi-part SAFO article or a book where more photos and color could be used. Leif continued his research and eventually found a publisher for a book. The contribution of SAFO is acknowledged in the preface: "Special thanks to Jim Sanders, publisher of the 'Small Air Forces Observer' magazine, who came up with the first idea for this book some ten years ago." This book is so important that I would like to present two reviews. The first is by Ted Bennett of

the IPMS Swedish Air Force SIG and is directed towards readers with an intimate knowledge of the Swedish Air Force. The second is a review by a non-Swedish speaking/reading reviewer and is meant for readers with only a general knowledge about the Swedish Air Force. First, Ted's review which appeared in his Newsletter #34 Summer 2000: "Kronmarkt is the most important reference work on the colours and markings of Swedish military aircraft. These two authors have spent over ten years researching this subject and they have produced this book which is essential reading for all interested in Swedish aviation and modeling. It is an A4 sized hardback book of 240 pages, in Swedish text, although there is 13 page English summary and also 14 pages of captions in English to the photographs. The photographs - they are excellent. I've been looking at pictures of Swedish aircraft for, I guess, around 12-13 years,

but just about all of these are new to me! There are 254 in colour and some 487 in black and white.

"The chapters cover Armen and Marinen aircraft 1912-26, and 1955-1999, Flygvapnet 1927-37, 1938-44, 1945-63, and 1964-99, Exercise Markings, 'Civilian-Military' aircraft, air display and competition markings, and Unit Specific painting and markings. There are chapters on each of the Wings with details of their Wing insignia, squadron insignia and colours. Other chapters are on the Other Flying Units and Establishments, Naval Helicopters, the Test Centre markings, Reserve Flying Corps, RFN, Air-Sea Rescue, Army Air Units, and Individual markings. Each of these chapters is very well illustrated with photographs, and where applicable, drawings to show the particular markings, typeface of lettering or numerals.

"Probably the best section for model makers is the chapter of side profiles and colour plates which are

used to illustrate all standard colour schemes. Any scheme applied to three or more aircraft have been considered 'standard' for this purpose, but excluding temporary schemes such as experimental and winter camouflage. Here there are accurate colour profiles by Torstein Landstrom of the Farman HF23, Phoenix A1, two Hansa floatplanes, a Fokker S 6; J11 Fiat CR 42, Caproni Ca 313 B16, and Saab S17BS floatplane; other typical schemes are illustrated by colour photographs such as the Tiger Moth to show the red and yellow trainer scheme, a J29 in natural metal, Junkers B3 in its individual scheme, the Hunter represents the many olive green and light blue-grey types, a yellow Harvard - the all yellow trainer, an Sk 61 to show the Draken colours, and other photos to show more recent colours of aircraft and helicopters.

"There are tables of all the paints used over the years by the Swedish armed forces, with an indication as to the main uses, and their equivalent to colours in Federal Standard FS 595B. Unfortunately no model paint equivalent colours are quoted - so I see this as one of the next major projects for us. Over the months I will to produce as full a list as possible of model paints related to aircraft types, FS 595B numbers and Swedish paint types.

"It is hard to make adverse criticism of this book. It would have been helpful to have had a colour drawing of some more of the Italian camouflage aircraft like the Reggiane J 20 and Republic EP 106. Also some more markings drawings would have been useful in addition to the four in the book. One of these is very topical as it is of the Saab JAS 39A Gripen.

"This book is simply the best. I unreservedly recommend it. It is published by Allt om Hobby, Stockholm at SEK 295, and I am sure that Midland Counties Publications will stock the book in the near future."

What does Kronmarkt hold for the reader not specializing in the Swedish Air Force? First of all, it is a superbly-produced aviation book; durable hard cover, sturdy binding, high-quality glossy paper, lots of black-and-white and color photos, beautiful color side-view drawings, tables, and reproductions of official camouflage drawings. The quality of the black-and-white photo is excellent and the colors of the color photos are true and vibrant. The selection of the photos is well-balance with all time periods represented. The lack of an understanding of the Swedish language will not in the least diminish the joy of thumbing through the pages of this book.

The organization of topics does, however, take a little getting used to. The first couple of chapters are straight forward enough, with a chronological presentation of the history of the Flygvapnet (and its predecessor Armen and Marinen) from 1912 to 1999. This occupies the first 72 pages in the book. Then things begin to seesaw back and forth in time as succeeding chapters take up specific topics as mentioned in Ted's review above. However, this only a temporary difficulty since the reader will soon adapt a reading style appropriate to the presentation.

However, I found myself unable to get comfortable with the 26 page English summary that is placed at the end of the book. As the author explains in his letter to me that accompanied the review copy, "If you think the English summary and captions look like they were added as an after thought, you are absolutely right. The intention was originally to have them available separately, on demand only, but at the last minute it was decided to include them in the book itself." The problem is that is disconcerting to be constantly thumbing back and forth

between the main body of the book and the English summary at the end of the book. The is particularly irksome when it comes to the photo captions. I would recommend that readers photocopy the summary, particularly the photo captions, and have this on the side as you gaze the main body of the book. While you at the copy machine, make a copy of the table identifying aircraft by their Swedish designation for the authors always refer to all aircraft by their Swedish designation and not by their more familiar manufacturer's name. For example, how many non-Swedish specialist remember that the J30 is a De Havilland Mosquito, the B 16 is a Caproni Ca 313, or even that a S 36 is a Saab 35 Draken.

Kronmarkt is an outstanding book that is a must for all aviation enthusiasts and modelers interested in the small air forces. What modelers could resist a red and yellow Tiger Moth or a panzer grey and orange Texan? The Leif's are to be congratulated on an excellent job and I hope this book earns lots of money for them and their publisher. They deserve it. And, you deserve to have this book in your library.

MiG-21bis "Fishbed L/N", Przemyslaw Skulski. Seria "Pod Lupa" #12. Ace Publications, Wroclaw 2000.

This A-4 size publication consists of 32 pages (including 4 with color photos) plus glossy card covers with color drawings. The text is in Polish, but the captions to the photos and drawings are also in English and there is an English-language summary. Included are 26 b&w and 17 color photos of aircraft; very few are of Soviet/Russian MiGs with the emphasis on foreign users (Poland, Hungary, Croatia, Bulgaria, Finland, India, Yugoslavia, Cambodia, & Ukraine). In addition, there are 17 color and 30 b&w photos of interior detail that will be extremely useful to the modeler. There are 5 side-view drawings of variants (Fishbed K, J, L, L with new IFF, & N), 2 pages of scale drawing for the Fishbed N, 8 side-view tone drawings with colors described in English (Yugoslavia, Poland, Vietnam, Syria, East Germany, Malagasy, & India), and 10 color side-view drawings (Hungarian, Croatian, Bulgaria, Poland, East Germany, Afghanistan, & Finland). A 4-view color drawings of a Polish MiG-21bis completes the art work. An appendix describes available 1/48- and 1/72-scale kits of the MiG-21bis and includes a list of "after market" accessories and decals.

Ace Publication's MiG-21bis can be highly recommended to anyone fascinated with small-air-force MiGs and to all modelers building a small-air-force MiG-21bis not only for inspiration for some unusual color schemes, but mostly for the color photos of interior and exterior details.

MiG-15, by Belcarz, Juszcak, & Peczkowski. Modelmania #1. AJ Press, PO Box 23, 81-209 Gdynia 9, Poland. E-mail: aj-press@home.pl. Web site: aj-press.home.pl.

This is the first in a new series of publication from Poland designed specifically for the modeler. This premiere issue is A-4 size with 56 pages and glossy card cover. The text, in parallel columns in Polish and English occupies only 3 pages; the major portion of the book (41 pages) consists of 171 photos (about equally divided between color and black and white) of exterior and interior details. These photos are large and well reproduced on glossy paper.

In addition, there are 4 pages of 1/72-scale drawings of the MiG-15 (Lim-1), MiG-15bis (Lim-2), SB Lim-1, and SB Lim-2. The MiG-15 and MiG-15bis

drawings are repeated in 1/48-scale on a large fold-out page. Four5 pages of color side-view drawings present 26 color schemes (MiG-15/bis: North Korea, China, Poland, Bulgaria, Soviet, Czechoslovakia, Romania, East Germany, Albania, Hungary, Egypt, USAAF, & Cambodia. MiG-15 UTI: Soviet, Sri Lanka, Pakistan, Poland, Finland, & China). A 4-page appendix reviews the MiG-15 models in all scales (with parallel columns in Polish and English) and provides a table of "after market" decals and accessories.

Modelmania #1 MiG-15 is an invaluable reference to anyone wanting to build a model of the MiG-15 (single- or two-seater) in an usual small-air-force color scheme.

The next Modelmania will cover the P-51D. In the letter to the reader, the publisher says, "In the near future we are planning to publish about 20 titles. We have numerous very good authors from USA, U.K., Argentina, Czech Republic and of course from Poland. This helps guarantee the high standard of our publications. The following titles will be published according to your suggestions." All the more reason the purchase this first effort and to contact the publisher to let them know what a/c you want to see in this exciting new series.

Fi 156 Storch, Vol 1, by Dariusz Karnas and Pawel Przymuslora. Wydawnictwo "Militaria", skr. pocz. 106, 00-961 Warszawa, Poland.

At first glance, a book on the Fieseler Storch would appear not to hold much interest to the enthusiasts of the small air forces. However, a look inside this beautifully-produced book from Poland will quickly expel any such idea. IN this review, an overview of the book will be followed by a detailed description of the small-air-force content. The book consists of 74 A-4 size pages sturdily bound between glossy card covers. The text is entirely in Polish but with English-language captions to the photos and drawings. There are 65 photos, 32 color side-view drawings, and 43 b&w side-view drawings. The 6 pages of excellent 1/72-scale drawings show all the Fi 156 variants (including those with exotic landing gear), the Morane-Saulnier MS 504 Criquet with a radial engine, the Soviet OKA-38 (with redesigned vertical fin and longer engine cowling - a challenging conversion project for the modeler), and the Hungarian-built Mraz K-65 Cap. The photos are large and are reproduced well on the glossy paper, the line drawings are neatly done, and the color drawings are breath-takingly beautiful.

The discussion of the service use of the Storch by countries other than Germany occupies the last 27 pages of the text. The countries covered and the corresponding number of photos and drawings are as follows. WWII Users: Bulgaria (4 photos, 1 color drawing), Croatia, Finland (1 photo, 1 b&w drawing, 1 color drawing), Spain (1 photo), Japan, Yugoslavia (1 b&w drawing), Romania (1 photos with roundels, 1 color drawing with St. Michael's cross), Slovakia, Switzerland (1 b&w drawing), Sweden (2 photos), Hungary (3 photo, 1 color drawing), Italy (2 photos, 1 b&w drawing with Co-Belligerent roundels, 1 color drawing with fasces), Soviet Union (2 photos, 1 b&w drawing), Great Britain (2 color drawing), USA (1 color drawing - General Eisenhower's a/c). Post war users: Belgian, Czechoslovakia (3 photos, 1 b&w drawing), France (1 photos, 1 b&w drawings, 1 color drawing), Greece, Holland, Norway, Poland (6 photos, 4 b&w drawings). There is a separate chapter on the French-built Morane Saulnier MS 500/506 Criquet which served in France (3 photos, 2 b&w drawings, 3 color drawings), South Vietnam (2 photos, 1 b&w drawing), Laos (1 color drawing),

and Algeria. To top it all off, there's a full-page color drawing of the interior of the cockpit which will be very useful to the modeler.

Wydawnictwo Militaria's book on the Fieseler Storch is highly recommended to everyone who loves a well-done book, and if you are partial to the less belligerent aircraft of WWII, so much the better. And, if you are a modeler with lots of Airfix and Heller kits of the Storch in your loft and a penchant for small-air-force subjects, it's a must.

Imperial Japanese Aircraft Wartime Colours, Aviation History Colouring Book #41. Ian K. Baker, 31A Mercer St., Queenscliff, Victoria 3225, Australia.

The small A-4 size booklet, consisting of a mere 8 pages plus card covers, is a companion to Ian's books #37-#40 on Imperial Japanese Army and Navy aircraft colors. This booklet contains 13 hand-painted color chips (3 tones of Interior Green, Interior Khaki, Interior Blue-Grey, 2 tones of Red-Brown 'Tea Colour', Ki-84 Propeller Green, Propeller Tips Yellow, Red-Orange Trainer Colours, Wing ID Stripe Yellow, Marking Blue, and Black-Brown Colour 2). The remaining 7 pages are filled out with "Some more IJNAF Bomb Colours" including 4 drawings and "IJAAF Bomb Colours" including 8 drawings.

Imperial Japanese Navy & Army Aircraft Codes & Markings 1937-1945 Aviation History Colouring Book #42. Ian K. Baker, 31A Mercer St., Queenscliff, Victoria 3225, Australia.

This volume in Ian's series on Japanese aircraft colors consists of 20 pages plus card covers and is divided into Navy and Army sections. The Navy section is divided into Aspects of IJNAF Organization, Command & Formation Markings, and Aircraft Tail Codes. The latter section is subdivided into Tail Code Prefixes, 'Super' Air Groups and 'Sub' Air Groups, Ship-Based Aircraft, Carrier-Based Aircraft 1940-42, Carrier-Based 1942-43, Carrier-Based 1943-44, and Tail Code Suffixes. The Army section is divided into Aspects of IJAAF Organization, Command & Formation Markings, and Regimental Designs. A penultimate section, Designation Systems and Aircraft Names in the Japanese Air Forces, is a straight-forward discussion of Japanese aircraft designations and names. The final section, Delivery Finish Details, is illustrated by drawings of a Ki-61 Hien and a Ki-84 Hayate showing the placement of all stencilling. The book contains an amazing total of 91 drawings of tail codes.

No self-respecting library on Japanese aircraft can do without these latest two volumes of Ian Baker's series of Japanese aircraft colors.

Operation Barbarossa (2eme partie) Juin-Septembre 1941: la Wehrmacht envahit l'URSS. Batailles Aeriennes #13. Lela Presse, 29 rue Paul Bert, 62230 Outreau, France.

This, the latest in AVIONS series describing the aerial campaigns of WWII, picks up the story after the first day of the German invasion of Russia. The presentation follows the usual Batailles Aeriennes format with French text, lots and lots of well-selected photos, informative maps, and outstanding color side-view drawings of participating aircraft. One slight deviation is the inclusion of chapters on the land and sea activities, the latter of which this review found most interesting.

The content is as follows: (1) "Les operations terrestres" 6 pages including 15 photos (4 in color) and map of the German advance. (2) "Ordre de bataille de l'aviation sovietique" 3 pages including table and

map of Soviet air districts. (3) "Les combats aeriens" 33 pages including 104 photos (Soviet, Luftwaffe, Finnish, Slovak, Hungarian, Italian, & Romanian aircraft), the order of battle for Soviet long-range bomber units, and 14 color side-view drawings [Soviet DB-3, Yer-2, GST (license-built Catalina), I-16 (3), & MiG-3; Slovak Avia B-534; German Bf 109E & Ju 88A; Romanian PZL P-24E, PZL P-37B, IAR 39, & Blenheim I]. (4) "Le Marine sovietique face a Barbarossa" 17 pages including 26 photos, list of ships in the Baltic, Black, and North Sea Fleets, 3 maps showing the naval activity along the Baltic coast and in the Black Sea, and 'side-view' drawings of 3 Soviet ships (Parijskaya Kommuna, Kirov, & Moskva). (5) "Les attaques Zveno des marins aviateurs" 4 pages on the parasite fighter/bomber attacks on Romania including 7 photos. (6) "Quand les Sovietiques bombardaient Berlin" 4 pages including 10 photos. (7) "Uniformes et tenues de vol: les allies de l'Allemagne" 2 pages with 8 color drawings of uniforms of Romanian, Hungarian, Slovak, & Finnish airmen. (8) "Maquette: le MiG-3 de RPM au 1/72" 3 pages including 4 photos of the model and 4 photos of the real thing (3 photos of cockpit interior and one photo of a Romanian MiG-3).

The "Fiches monographiques" pages include scale 3-view drawings, specifications, and color side-view drawing of the following aircraft: (1) Ilyshin DB-3 (2) Tupolev TB-3 (3) Mikoyan & Gurevitch MiG-3 (4) Yakolev Yak-2/4 (5) Macchi C.200.

This is another interesting and well-produced book in the Batailles Aeriennes series. This series is developing into an important chronicle of WWII aviation that does not shy away from covering the activities of the air forces of the smaller participants.

Ilya Muromets Type Veh, Classics of WWI Aviation no.3, by Harry Woodman. Albatros Productions Ltd., Berkhamsted 2000 ISBN 1-902207-13-0. £16.50.

Only few WWI Russian aircraft profile/monographs have been published outside Russia. Ilya Muromets Type Veh sets a high standard. From the pen of Harry Woodman, Russian Aviation Research Group specialist and acknowledged expert on Sikorsky and early Russian aircraft, it presents an easy-to-read account covering background, development, and a detailed description of the Type Veh and its various powerplants. Thorough research makes the several pages of superb quality multi-view drawings the most accurate available. Colour plates and cover illustration provide a realistic representation of how the Ilya Muromets would have appeared, backed with a half-page qualification in the text. This is supported by a Veh series production list, data block, and fifty-five informatively captioned black-and-white photographs. Highly recommended to all Russian aviation and WWI enthusiasts.

Robert Ruffle, Russian Aviation Research Group, PO Box 430, Shoreham-by-Sea, West Sussex, BN43 5EB, England.

Messerschmitt Bf-109G, by Robert Peczkowski. Mushroom Model Publications. B5 size, 80 pages (32 in color), more than 100 photos.

Closely following the publication of Mushroom-Model Publications' first book, British WWI Aircraft in the Polish Air Force, is this new title, the first in Mushroom's Yellow Series. What? Another Bf-109 book, you say! Well this one is different. It does not describe the full history of this famous aircraft, nor the technical specifications,

combat operations, nor development details. And it does not present a list of aircraft produced with names of factories that manufactured them or describe operational use of the Bf-109G on various fronts.

So what is the book about? The intention of this publication is to present in a simple way, and mainly in drawings and photographs, the differences between all versions of the Gustav, with the end result being that modelers and historians will have an easier time recognizing individual versions. The photos and drawings also make it possible to take a good look at details of the aircraft that are not often shown elsewhere. Since most photographs show surviving war birds or aircraft preserved in museums, with appearance and painting schemes not always reflecting the look of wartime aircraft, the book includes wartime photos and color schemes of various Gustav variants from different periods in its long service life.

Tables of technical data, exterior and interior photographs, side elevations, top and bottom views, isometric, and detail drawings are all skillfully used to describe each of the following variants: G-1 & G-2 (11 pages), G-2 "late" (1 page), G-4 & G-3 (2 pages), G-6 (21 pages), G-5 (2 pages), G-8 (2 pages), G-14 (4 pages), G-AS/ASM (2 pages), G-12 (2 pages), Modifications of the Bf-109G (5 pages), and G-10 (14 pages). Color schemes for all versions are included.

The book uses a self-indexing scheme wherein a little gray block at the top of the page gives the variant described on that page. All the reader need do is flip through the book to find the variant of interest. Pages without this coding are used for color schemes or other data on more than one variant. Although the majority of the 32 color schemes presented are for Luftwaffe aircraft, small air forces fans will be pleased to know that schemes are included for Gustavs flying in the colors of Finland, Switzerland, Romania, and Great Britain. Mushroom Model Publications has big plans for future publications in Red (historical), Yellow (aircraft monographs), and Blue (aces) series. Some examples of titles in work, which will undoubtedly appeal to both modelers and historians: Luftwaffe Aces - Molders (Blue series), Barbarossa - a pictorial record of the opening month of the German assault on Russia (Red series), and Mitsubishi Zero (Yellow series).

Messerschmitt Bf-109G is available for \$21 postpaid (Calif. Residents add 8.25% sales tax) by mail, phone or fax from Wide Owl Worldwide Publications, 1926 S. Pacific Coast Highway, Suite 204, Redondo Beach, CA 90277-6145, phone 310-944-5033, fax 310-944-9963. For additional information, email Wise Owl at wiseowl@sprintmail.com or check the website at www.WiseOwlMagazines.com.

Joe Daileda (SAFCH #28), Wise Owl Worldwide Publications.

[Ed. The following short review were provided by Bob Ruffle of the Russian Aviation Research Group of Air-Britain (Historians) Ltd. Bob's address is PO Box 430, Shoreham-by-Sea, West Sussex, BN43 5EB, England. All these books are available from The Aviation Bookshop, 656 Holloway Road, London, N19 3PD, England.]

Against Finland: Soviet Naval Aviation in the Baltic in the Winter War 1939-40, by Samuil Tirkeltaub and Victor Stepanov. A4 format, 108 pages, over 100 photos, 16 tables. Published by B&K, St. Petersburg (2000). ISBN 5-93414-015-9. £24.95.

A Russian-language 500-print run hard-cover ac-

count of the Russo-Finnish Winter War, supported by a 27 page English Supplement. Campaign maps are located on the front and back fly-leaves. Some of the well-reproduced photographs are old friends, but many are less familiar. Over 100 depicting Soviet and Finnish types. The supporting 16 tables furnish a wealth of operational and deployment data from both camps.

Czech Tigers in Detail (WWP no.3), Wings & Wheels Publications, Praha (2000). ISBN 80-86416-01-1. Price £7.95.

Full-colour photo album for modelers and aviation enthusiasts of the Czech Air Force Tigers, Sharks, and nose arts. 84 pages averaging five or six good-quality detail shots, covering the following types: An-26, L-29, L-39C, L-39MS, L-39V, L-39ZA, MiG-21MA, MiG-21MF, MiG-21R, MiG-21U, MiG-21UM, MiG-23BN, MiG-23MF, MiG-23ML, MiG-23U, MiG-29, Mi-2, Mi-8, Mi-8S, Mi-17, Mi-24D, Mi-24V, Su-22M4 and Su-25K. Unit badges and patches support the colour schemes. Recommended.

The very small print runs of 150 with hand-finished hard bound covers will give this interesting group of Russian language books, from Andrei Alexandrov of St.Petersburg, an appeal to book

collectors as well as followers of Russian Aviation.

Naval Fighters of Russia 1915-1925. A5 format, 56 pages, 70 photos, 4 tables. Published by B&K, St.Petersburg (1999). ISBN 5-88925-006-X. Price £22.95.

This book covers all types of fighter aircraft employed by Russian Naval Aviation between 1915-1925, giving the reader reliable information on design, number and operational use. Tables conclude comprehensive general survey. This book is based entirely on original naval records preserved at the Russian State Naval archives in St.Petersburg. Supported by some 70 black and white photographs, ranging in size from full page to quite small octet. Tissue interleaves add an unusual finishing touch. English Supplement is provided.

American Hydroseseroplanes in Russia 1912-1917. A5 format, 46 pages, 60 photos, 4 tables. Published by B&K, St.Petersburg (1999). ISBN 5-88925-012-4. Price £22.95.

An illustrated record of American Curtiss flying boats in service with the Russian Navy, based on papers preserved at the Russian State Naval Archives and the Glenn H. Curtiss Museum, Hammondsport, U.S.A. The 60 or so, mostly full or

near-half page size, black and white photographs reproduce very attractively, giving a pseudo-aged effect as result of slightly off-white semi-matt paper. Tables detail units and aircraft. With English Supplement.

Private Duty - Soviet Naval Aviation in the Baltic Fleet 1918-1925. A4 format, 128 pages, over 185 photos, 5 tables. Published by B&K, St.Petersburg (1999). ISBN 5-88925-007-8. Price £32.95.

This book is unusual in its concept. Two Baltic pilots, Ye.A. Kaplyuk and L.M. Portsel, are introduced with respective resume; followed by some 185 black and white photographs of aircraft types operated by the Soviet Naval Aviation in the Baltic between 1918-1925. The photographs are interesting illustrations of aircraft and markings, varying in size with many full page. Locations are denoted on maps printed on the front and back fly-leaves and the five tables provide various statistics and individual aircraft identities. An English Supplement is included. Photo captions are grouped together, but once one has related a specific caption the rest is plain sailing! Resulting in an attractive album of photographs, overall this book will have a wider appeal than the other two.

Combat over Latin America

Continued from page 80.

AIM-2L fired from a Sea King helicopter. His aircraft and his remains were located four years later, in September 1986, on Blue Mountain. Tte. Gimenez had shot down Royal Marine Scout AH.1 XT629/DR of B flight, 3 CBAS, which, with another Scout, was on a mission to pick up casualties when they were attacked by the Pucaras. Both evaded the first attack, but on the second run XT629 got hit. Its pilot Lt. R. Nunn was killed. His gunner, Sgt. R. Belcher, was wounded and evacuated for treatment.

On June 13th, Tte. Luis Alberto Cervera, a Douglas A-4B pilot from "Nene" flight, "Grupo 5 de Caza" called "Los Halcones", while egressing from an attack mission in C-212, damaged a Sea King HC MK.4 helicopter ZA298/-VA of No.846 Squadron by putting a 20-mm round through a main rotor blade. The projectile exited before exploding and the crew was unhurt. The helicopter landed, a replacement blade was flown in, and, after repairs, it flew to San Carlos.

Other sources still claim that it was Alferes Dellepiane of the same group who attacked this particular helicopter. On the same day, two IAI Daggers from "Grupo 6 de Caza" tried to shoot down a Lynx HAS.2 helicopter XZ233 from 815 Squadron flown by Lt. Clayton. He avoided getting hit until the Daggers were forced to head back to the mainland.

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3. Aces High, A Further Tribute to the Most Notable Fighter Pilots of the British and Commonwealth Air Forces in WWII: Vol. 2 by Christopher Shores. Grub Street, England 1999.

4. A-4 Skyhawks in the Falklands, Wings of Fame Vol. 12 by Salvador Mafe Huerta and David Donald.

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8. Historia del Conflicto del Atlantico Sur (La Guerra Inaudita) by Comodoro D. Ruben Moro. Fuerza Aerea Argentina, Escuela Superior de Guerra Aerea. Argentina.

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10. Bye Bye Spam Can by Robert St. Vincent, February 1997, Aviation Magazine, unknown.

Photo Caption - Photo on page 107.

Douglas A-4P C-226 of "Grupo 5 de Caza" of the Argentine Air Force. This particular aircraft was shot down by the Sea Harrier of F/Lt. David Morgan RAF, on 8 June 1982, killing the pilot Tte. Juan Arranas. (Dan Hagedorn).

Santiago A. Flores (SAFCH #588), PO Box 430910, San Ysidro, CA 92143-0910, USA.

21th Century Plastic Modeller, Vol. 1, No. 1. July/August 2000. PAMAG (Publications), Ltd, Riverdale, 89 Graham Road, Sheffield S10 3GP, England. £2.25. Annual subscription (6 issues) £16.50 overseas or £20.00 airmail.

When I saw this new publication from Ron Firth, my first thought was, "How am going to abbreviate this title?" But, Ron solved that by referring to it as 2.1KPM. However, with all respect to Ron, I am going to refer to it as 2.1kPM since the correct symbol for the scientific prefix 'kilo-' of a lowercase 'k'.

Now that we have the serious business out of the way, what about the magazine itself? Outwardly it is pretty typical; A4 size with 28 pages including color outside covers. But, inside one gets the feeling that there is something different here - or is it something familiar? The first thing that strikes the reader is that the paper is a matte off white. Surprisingly, this seems to actually help the quality of the photos which are excellently reproduced, but it does stir feelings of deja vue. This feeling of nostalgia is enhanced by the scale drawings which are strangely reminiscent of the 1940's. In fact, the reproduction of the 3-view drawing of the Vultee Vanguard from Model Airplane News January 1942 does not seem the least bit out of place.

The reason for all this become clear on reading Ron's editorial: "The idea behind 2.1KPM magazine is to try to encourage newcomers of all ages to take up aircraft kit plastic modeling. To start with I will be concentrating on the lower priced range of kits ..." It appears that what Ron is trying to do is bring us back to a simpler time when modeling was fun - and inexpensive. For this reader, at least, he has succeeded.

Let's see what the first issue has to offer. "Vickers Wellesley" one-page history including one photo and 4 tone side-view drawings and 7 pages in building the 1/72-scale Matchbox kit including 6 photos of the model, 2 pages of drawings from the old Frog kit, a page of side-view drawings showing the Wellesley in 5 different configurations, and a 2-page 1.72-scale, 5-view drawing. "Westland Whirlwind" one page on the history including a side-view and a 3-view tone drawing, and one page on building the 1/72-scale Airfix kit including 4 photos of the model. "Messerschmitt P 1099 B/I" one page on building the 1/72-scale Revell kit including 3 photos of the model. "Bo-105 PAH 1A1" one page on building the 1/32-scale Revell kit including one photo of the model. "Boeing B-17 G Flying Fortress" 2 pages on building the 1/72-scale Airfix kit including 7 photos of the model. "MiG-27" one page on building the 1/72-scale Italeri kit including 3 photos of the model. "Yak-3 'Red Devils'" one page on building the 1/48-scale Eduard kit including 3 photos of the model. "F-100D Super Sabre" 2 pages on building the 1/72-scale Revell kit including 2 b&w and one color photo of the model. "Orion 2001 Space Craft" one page on building the 1/144-scale Airfix kit including 2 photos of the model. "US Navy Aircraft - Airfix Style" 2 pages including 12 photos of models (Devastator, Avenger, Helldiver, Gosling (sic), Duck, & Kingfisher). "Conversion Feature" one page with two scale drawings of the NA-68/P-64 and Commonwealth Wirraway for possible conversion from a kit of the Texan. One-page scale drawings: Martin 166, Vultee Vanguard, and Stearman XA-21.

Not much in here for the modeler of the small air

forces even though the Martin bomber in Turkish markings. Ron explains, "The main sections of the magazine will have pages devoted to kit reviews of aircraft of the seven major world powers (Royal Air Force/GB; Luftwaffe/Germany; USA; France; USSR; Italy; Japan)." But, he does go on to redeem himself, "Aircraft originating in countries other than the seven main ones listed will be included from time to time in a 'smaller countries' page."

Following in the tradition set by the reviews in Ron's PKC (Plastic Kit Constructor) the review are excellent, with no nit picking and lots of useful information for a modeler wanting to build a kit just for the fun of it.

21.kPM is highly recommended for the novice modeler. The experience modeler may want to take out a subscription for the younger modelers in the family, but don't be surprised if you yourself reading it cover to cover before you pass it on to junior.

Quauhtli, Revista de Historia Aeronautica de Mexico. Edicion Ano 2000. This is the second of the annual publications of the Organo de la Asociacion Mexicana de Cultura e Historia Aeronauticas. Printed in A-4 size with 112 pages, with text in Spanish, this issue consists of 14 articles on all phases of Mexican aviation including military and civil. Most articles are illustrated with photos whose quality range from poor to acceptable. Let's see what this issue offers the non-Spanish speaking reader: (1) "Cronica del V Congreso Internacional de Historia Aeronautica y Espacial" 8 pages including 10 photos of the participants. (2) "Vuelo del presidente Francisco Madero: Primero de un jete de Estado" 3 pages no photos. (3) "Nacimiento de la aviacion comercial mexicana" 4 pages including one photo. (4) "El modelismo aeronautico" 4 pages including 5 photos. (5) "Alas el cine mexicano" 11 pages including 3 stills from Mexican movies and 10 reproductions of movie posters. (6) "La aviacion de la expedicion punitiva" 7 pages on the aerial aspects of General Pershing's Punitive Expedition into Mexico including 7 photos and 2 close-up photos of the red-star insignia used on Signal Corps a/c. (7) "Los trimotores Ford en Mexico" 5 pages including 5 photos. (8) "Presencia de la mujer en la aviacion mexicana" 9 pages on women in Mexican aviation including 15 photos of attractive young ladies. (9) "La aviacion en la Armada de Mexico" 9 pages including 12 photos (Series A, Azcarate, Kingfisher, Bell 47, Grumman Albatros, CASA C-212, Bolkow Bo-105, Tonatihu, MD-500, Mi-17, Mi-2, & Valmet L-90TP). (10) "El Lockheed-Azcarate LASA-60" a 7-page article by SAFO-contributor Santiago Flores including 8 photos and production list. (11) "Historia del DC-9 en Mexico" 17 pages including 18 photos and 5 pages of "Fleet Lists". (12) "De Havilland Comet IVc y IV en Mexicana de Aviacion" 5 pages including 6 photos. (13) "Francisco Sarabia: leyenda y legado" 10 pages on the life of the pilot who, in 1939, attempted to fly from Mexico City to New York City in the QED "Conquistador del Cielo"; includes 14 photos. (14) "Los avions del poeta Carlos Pellicer" 3 pages including one photo.

Quauhtli is an indispensable reference for anyone specializing in Mexican aviation. However, because of the lack of any English translation and the indifferent quality of the photos, it can not be recommended to those with just a casual interest in the subject. For further information on Quauhtli, con-

tact the Organo de la Asociacion Mexicana de Cultura e Historia Aeronautica at Eugenia 1360, Desp. 2, Col. Narvarte 03020, Mexico D.F.

I have recently received the latest issue of the Finnish magazine, Suomen Ilmailuhistoriallinen Lethi (The Finnish Aviation Historical Magazine) issue 2/2000. I must remind you that I do not read Finnish, but the magazine comes with a condensed English summary which I found very helpful. Of course, the photographs and drawings need no translation. Their editorial office is: InScale 72 production. Makelankatu 5 B 10, 00550 Helsinki, Finland.

The superb, and very sharp cover picture, is of the four-engined Junkers Ju-90 which was at Malmo in 1938.

The first article deals with Sydney Cotton and the Lockheed Hudsons that were used in courier services between Britain and Finland. The details have not all been published yet, but there is a strong suspicion that the British were running a thinly-veiled pre-war recon operation over much of continental Europe. This six page article has an excellent three view of the Lockheed Hudson Mk I (model 214). In addition there is another page with four side profile drawings showing the various markings and camouflage that these Hudsons carried.

Next is an article of some of the Morane MS406 operations. The four page article has two MS406 photos and a two-view drawing showing the typical camouflage and markings of the time. It seems that the loss of fighters due to avoidable accidents was becoming a critical item, and the article lists some of the steps taken to bring the situation under control.

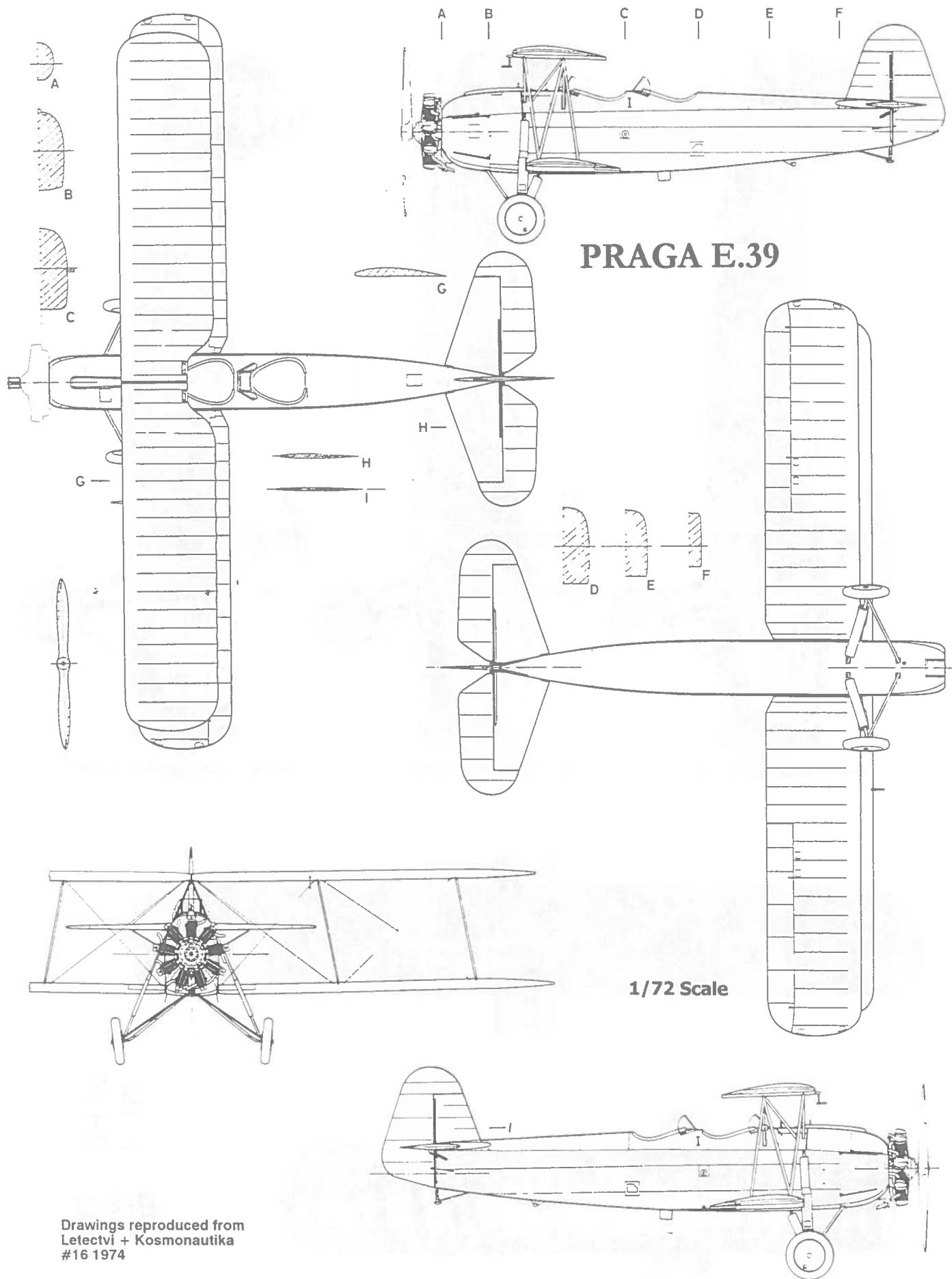
Following, there are some interesting photos of Luftwaffe Dornier Do 217s. Of particular interest is a winter scene, showing an all-white Do-217 oversprayed with a free-form lattice of some darker color which might be a green shade. This is an interesting variation of the typical winter white scheme.

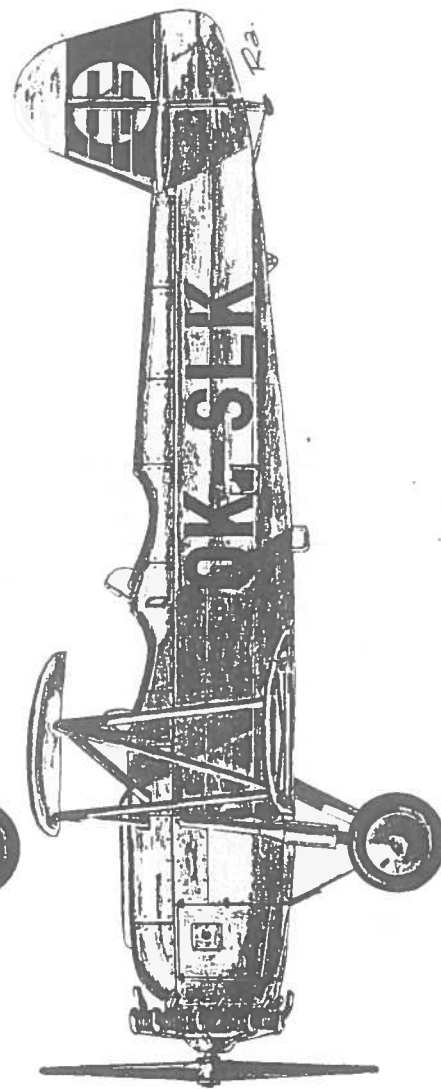
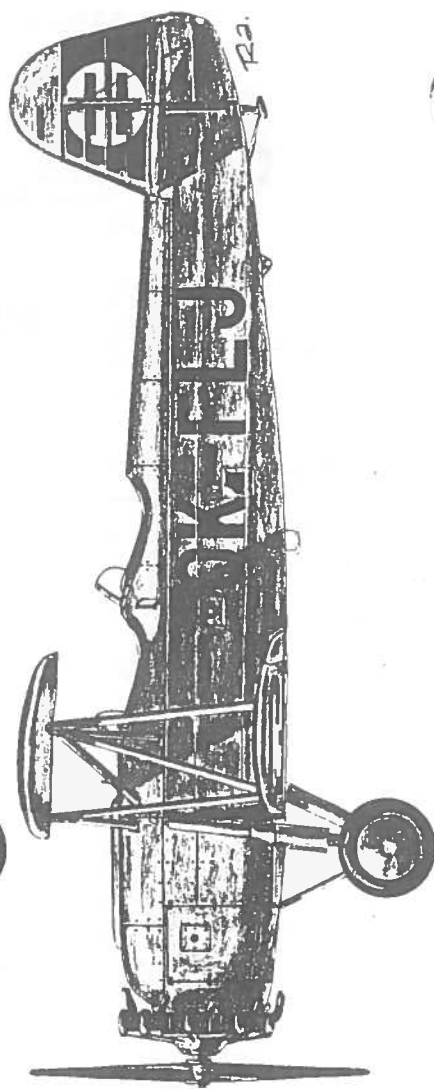
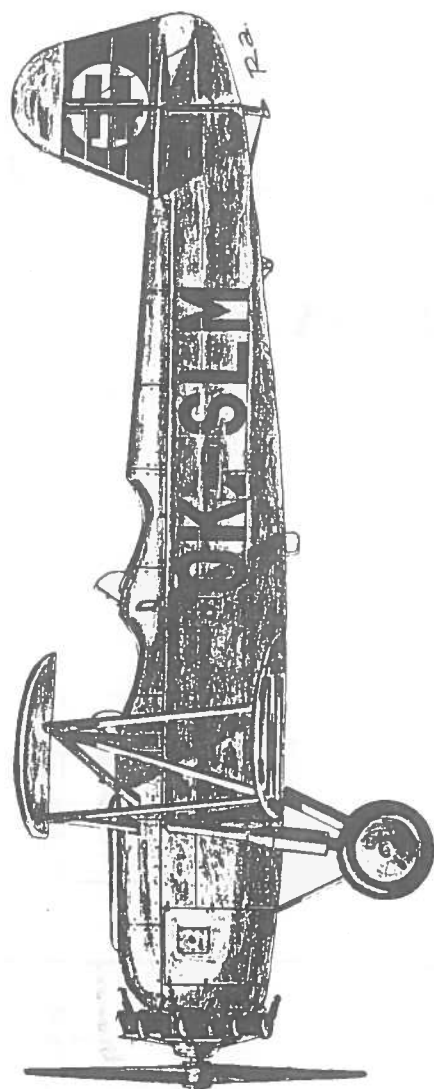
The next article is illustrated with a Do-217 and a Ju-88, both of which are in the typical Finnish green/black camouflage and with Finnish insignia. These planes were said to be bombing German positions, while operating off of Swedish territory. This is a new facet of WW II that needs to be studied in more detail.

Next there is an interesting one-page study on the evolution of HleLe (Squadron) 34's insignia, which looks like a crow (really an eaglet), holding a club. This insignia was even used post war on the USAAF C-47 which was assigned to the US Air Attache' who was stationed in Helsinki.

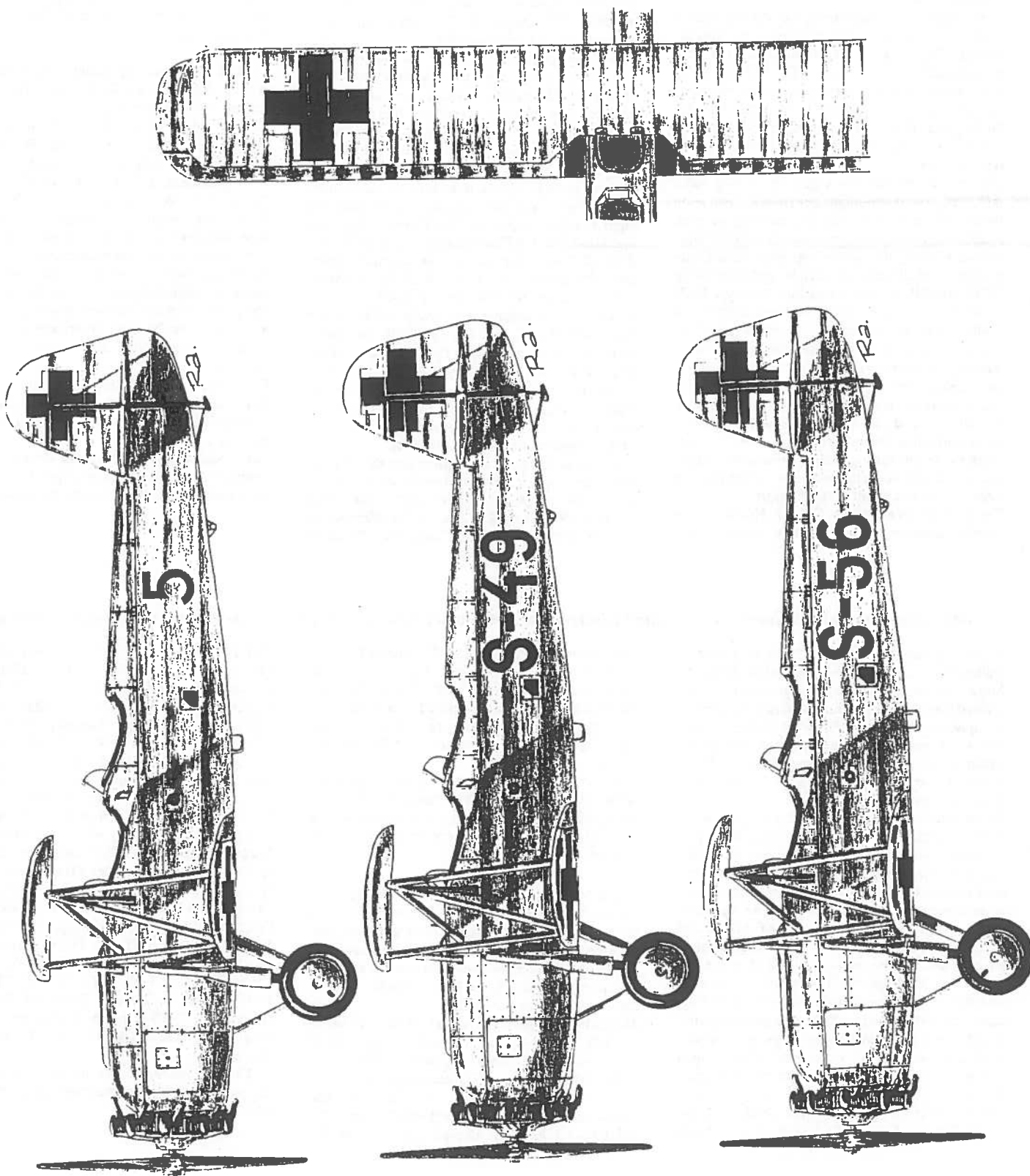
Then there is a three-page record of the wartime activities of Olli Puhakka, holder of the 175th Man-nerheim Cross. There are photos of his Messerschmitt Bf-109G, as well as his earlier Fokker XXI and his Fiat G-50. He is credited with 48 'kills'. On the last page is an interesting photo of a Finnish Brewster Buffalo. The picture is not very clear, but it does show the Buzz number (#8) located on the fuselage just above the wing's leading edge.

Gus Morfis (SAFCH #3), 47409 Green Meadows Ave., Torrance, CA 90505-5507, USA.





E.39.
BH.39.



Hawker Hurricane MkI & IIB in Finnish Air Force Service 1940-44. 1/48-scale decals. AC024. InScale 72 Productions, Makelankatu 5B10, 00550 Helsinki, Finland.

It has been a long time since we've been able to review any new decals from InScale, but this set (dated 1996) for FAF Hurricanes show that they have lost none of there "edge". The 10 cm by 14 cm sheet provides national insignia, serial numbers, tail letters, and stencilling for HC-452, HC-465, HC456, and HU450. The printing are quality of the colors are to the usual high standard we expect from InScale.

The instruction sheet is a gem, providing more information that you might get from an article on Finnish Hurricanes. Given are drawings of port, starboard, top, and bottom views of all FAF Hurricanes showing the camouflage patterns and the placement of all insignia, serials, and stencilling. HC456 and HU460 are in standard 1939 type FAR camouflage of Dark Earth and Dark Green with White and Black undersides. An indication of the research that goes into InScale decals is the note warning that the wing insignia for these two aircraft are a unique version found only on RAF painted Hurricanes and are not to be used on other FinnAF a/c. HC-452 and HC-465 are painted in Finnish Black and Olive Green with Light Blue Grey undersides. An interesting color scheme is the second one for HC-452 where the rudder is replaced by one from HC455 and is still in RAF colors.

The InScale decal set for Finnish Hurricanes is another example of the excellent research and

production being done by SAFO member Martti Kuivalainen.

Finnish Gloster Gladiator. 1/72-scale decals. #72001. AML Decals, Ke Stulance 1048, Orlova-Lutyne, 735 14 Czech Republic.

It is a real pleasure to review this new series of 1/72-scale decals (also see below) from the Czech Republic. The subjects chosen are historic and colorful. The 10 cm by 15 cm decal sheet is perfect in registration with sharp printing and vibrant colors. The full-color instruction sheet is a thing of beauty.

This set provides the national insignia, serial numbers, insignia, and stencilling for one Swedish and eight Finnish Gladiators. The Finnish Gladiators are: GL-273 in RAF camouflage; GL-264, GL-265, & GL-270 in Continuation War scheme of black and olive green; and GL-275 & GL-248 in winter camouflage and fitted with skis (GL-275 the Continuation War scheme with white replacing the black, and GL-248 in silver striped with olive green with light blue undersides. The Swedish machine (also on skis and camouflaged similar to GL-248) is one of the a/c of F19 RSwedAF that served in Finland and carries the "wild" markings (skull and cross bones on a black disk) applied for the flight back to Sweden after the Winter War.

The instruction sheet is in color and shows port, starboard, top and bottom views of all a/c. FSS95 equivalents are given for the colors, but the colors on the drawings are identified only by reference to a set of printed color "chips" and it is difficult to

distinguish several of the colors by tone.

The AML decals for the Gloster Gladiator is highly recommended to anyone planning to build the Matchbox kit in Finnish marking, and it is must if you want to build a Swedish Gladiator in Winter War markings.

Finnish Westland Lysander. 1/72-scale decals. #72002. AML Decals, Ke Stulance 1048, Orlova-Lutyne, 735 14 Czech Republic.

The second decal set from AML is identical in quality and presentation to their Hurricane set reviewed above. Decals are provided for four Finnish Lysanders: LY-118, LY-119, & LY-120 in Continuation War camouflage and LY-116 in an overall white winter camouflage. The instruction sheet illustrated all four a/c with color drawings of port, starboard, top, and bottom views. In addition, there is a 3-view showing the placement of the numerous stencilling provided on the decal sheet. The color variations on these drawings are not as subtle as those for their Hurricane sheet, so the printed color "chips" are not as difficult to decipher.

This is another outstanding decal sheet from ALM that is highly recommended to anyone planning to build the Matchbox kit of the Lysander in Finnish markings.

I am looking forward to more decals from the company, but I would like to suggest that they be more careful on how the denote the colors.

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SAAF Squadron Patches. These high-quality embroidered patches were produced by the SAAF Museum several years ago. At that time, they were offered for sale through the SAFCH Sales Service, but quickly disappeared from the listing. Then a few week ago while cleaning out the SAFO editorial office a supply of these patches was found in a dark corner. I guess this is what commercial firms call "Just Found Inventory".

These patches, featuring squadron insignia of the South African Air Force, come in a variety of shapes and sizes with the circular ones measuring just under 3 inch in diameter and the shield-shaped ones measuring about 3 inch by 4 inch. Each patch is an accurate representations of the squadron badge except for the lettering SAAF MUSEUM SALM at the top. Since I don't have a ready reference to identify the squadrons, I'll describe the badge: (1) "3" (Squadron?) A multi-colored wasp on a back circular patch with motto "Semper Pugnans". (2) "44" (Squadron?) A springbok superimposed over a globe with silver wings on a circular black patch with motto "Prosumus". (3) A winged springbok on a maroon shield with motto "Primus in Acien". (4) A multi-colored leopard's head within a white circle on a bronze shield with the motto "Fama ex Factis". (5) A white pointer (dog)

on a red shield with the motto "Detecimus Hostes". (6) A white sea gull flying over a blue sea on a white shield with motto "Proteginus". (7) A silver diving hawk (with bomb) superimposed over a diagonally-divided white and black sky (with silver stars and lightning bolt) and the motto "Per Noctem per Diem".

The SAFCH Sales Service has a good supply of all of the patches and the editor hopes that these will sell quickly so that I can get the money to the SAFCH member who has been waiting so silently and patiently.

Black Magic painting masks for canopies and wheels. This new product was reviewed in the last issue of SAFO so there is no need to repeat that here except to mention that these will save the modeler a lot of time and frustration in masking canopies and wheel hubs. Here, I will list the kits for which each set is designed.

24-008 P-51D Mustang (Airfix). 32-045/049 MiG-15/MiG-15bis/F-2/J-2 (Trumpeter/Frog). 32-048 Ki-43 Oscar/Hayabusa (Hasegawa). 32-055 Bell X-1 (Revell). 32-056 Frank/Ilayate (Doyusha). 32-057 N1K George (Doyudha). 48-372 E13 Jake (Nichimo). 48-376 A6M Zero/Hamp (Tamiya)/48-377 F4U-1 "Birdcage" Corsair (Tamiya). 48-392

OH-13 (Italeri). 48-395 Nakajimi B6N2 Jill (Hasegawa). 48-397 P-47D Bubbletop (Hasegawa). 48-400 Yak-9 (ICM ^), 48-406 F-22 (Italeri). 48-408 F4U-1D 48-411 AD-5 Skyraider (Matchbox). Corsair (Tamiya). 48-416 U-2C (Hawk/Testors/Italeri). 48-417 OH-58A Kiowa (ESCI). 48-418 Bell AH-1S Cobra (Fujimi). 48-419 MD-500 Defender (Fujimi). 48-420 Harrier GR.1 (Tamiya). 48-423 Alouette III (Fujimi). 48-425 Rafale (Revell). 48-426 Hurricane (Hobbycraft). 48-428 Alpha Jet (ESCI). 48-430 Me 263A (Czech Model). 48-431 P-47D Bubbletop (Pro Modeler). 48-433 MD-500 Defender (Hasegawa). 48-435 Hawk T1 (Premiere ^). 48-436 Spitfire Mk.II (Revell). 48-437 Mirage IV (Heller). 48-438 Su-25K Frogfoot (Monogram). 48-443 Spitfire Vb (Airfix). 48-444 Mirage F.1 (ESCI). 48-445 Harrier GR.3 (Airfix). 48-462 Chinese F-7E (AA). 48-464 Chinese FBC-1 (AA). 48-471 Bf 109E (Tamiya). 48-472 Rafale M (Revell). 72-105 HUP-2/CH-25 (Interavia). 72-109 Typhoon (Academy). Review samples provided by David Klaus of Cutting Edge Modelworks.

^ These Black Magic sets are included free with the purchase of the corresponding kit from the SAFCH Sales Service.

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"Information and photo material wanted on all aspects of Sikorsky H-3/S-61 helicopter for an in-depth book. Material will be copied and promptly return. All information will be credited."

Wayne Mutza (SAFCH #1345), 8523 W. Holly Rd., Mequon, WI 53097, USA.

[Ed: The following is a copy of a letter sent to the Andy Thomas, the author of the article on Luftwaffe Gladiators that appeared in SAFO #92.]

"At the beginning of the German campaign against Soviet Russia, the disposition of the Lithuanian Gladiators was: (a) One was assigned to the 'National Squadron'. It crashed on the first day of the attack and was destroyed. (b) Thirteen were at Siauliai Air Base. Two were under repair and survived. The 11 others were destroyed during the initial German attack.

"I have photos of two captured Gladiators: One is definitely ex-Lithuanian; the origin of the other is unknown. These photos show the wreckage of 5 other Gladiators and I have another photo showing 6 burnt out Lithuanian Gladiators.

"It is possible that the two surviving Lithuanian Gladiators could have been repaired and used by the Luftwaffe."

David Dulaitis (SAFCH #913), 1909 N. Pebble Beach Blvd., Sun City Center, FL 33573-5176, USA. [Ed: The following is a copy of a letter sent to the Andy Thomas, the author of the article on Luftwaffe Gladiators that appeared in SAFO #92.]

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David Dulaitis (SAFCH #913), 1909 N. Pebble Beach Blvd., Sun City Center, FL 33573-5176, USA.

"I have some notes to the Article in SAFO #93 and #94.

"Latvia acquired 26 Gladiators, which were serialised 114-126 and 163-175. Why they were registered in two batches so far apart is not clear; serials 127-162 were apparently just omitted. Later aircraft had higher serials like Hinds 176-178, and other serials sequences were omitted (e.g. 179, 182-189). Maybe Moshe Bukhman, who works hard on Latvian aviation, may one day present information on this problem.

"The available information on the Latvian squadrons is not quite clear. The 1st and 2nd squadrons appear to have had a full complement of Gladiators, the 3rd had a few, and the 4th had Bulldogs (5 left out of the 12 delivered). When Latvia was occupied by the Soviets in June 1940, the Bulldogs were still in first-line service.

"After the occupation of Latvia by the Soviets in 1940, the Gladiators were flown in Soviet markings, but the type was not used in the local (Latvian) 24th squadron in the Soviet air force. Those remaining were stored and discovered by the Germans in 1941.

"Latvia did not sell Bulldogs to Spain. Estonia did, 8 out of 12. [Ed: This mistake has been around at least since February 1973 when an article in Air Enthusiast stated "Latvia sold 11 Bulldogs to Spain".] As for the Estonian Potez's and Bulldogs: One Potez was lost in a fatal crash. The remaining 8 went to Spain. Of the 12 Bulldogs, 8 were sold to Spain. Remarkably, Estonia never lost a Bulldog, quite a record compared with Latvia where 7 out of 12 crashed, most fatal.

"The story of the German Gladiators was published by Dipl. Ing. Karl Kossler in Modell Magazin 7/80, and a translation appeared in Scale Models June 1982. In Germany, a 'Flugzeugbaumusterbereinigung' dated 16 March 1943 ordered the Luftwaffe to weed out obsolete, rare, and unusable aircraft, including much

war booty. A year later, however, such aircraft were again in use, mostly Fokker D.21 & C.5e and Gloster Gauntlet from Denmark.

"Regarding the decals for the Dutch Fokker D.XXI mentioned in SAFO #94 p.65: These decals include serials 212 and 229 and the 'white mice' marking. Those particular D.XXI's did not carry the 'white mice' and 'boots' marking since they never served with 1st JaVA (1st Air Defence Fighter Squadron.).

"The 'white mice' markings were introduced in 1st JaVA in late November 1939, and, shortly afterwards, the 3rd JaVA (Fokker G.I) introduced its 'duck' marking, designed by Lt. M. S. Kreft. The AF command was not at all pleased with such frivolities, and no others were allowed. The reason these two units had such markings was that they were commanded by extremely able reserve officer as who had a sense of humor. The 1st had kpt. Schmidt Crans, civil flying instructor and test pilot; the 3rd had kpt. Scholtmeijer, a KLM captain. The third reserve-officer commander (3-V-2 LvR, Douglas DB-8A) was kpt. Bach, also with superior skills, but with much less humour.

"As for the camouflage colors: In December 1937, it was decided that the second half of a batch of aircraft would have the colors reversed. This applied to T.V, D.XXI, G.I, and DB-8A."

F. Gerdessen (SAFCH #12), Fijnscheerderstraat 12, 4204 ES Gorinchem, The Nederland.

"I would like to inform SAFO readers of a curious incident that happen over Yugoslavia near the end of the Second World War. Although this incident does not involve any small air forces, I hope people will find it interesting.

"Early in November 1944, while the 37th Red Army was attacking along a front north of Nis and Belgrade, the 866th IAP (Istrebitel'nyi Aviatсионnii Polk - Aviation Fighter Regiment) was based on an aerodrome in the vicinity of Nis. On the morning of 7 November, the Chief-of-Staff of the 866 IAP, Major A.A. Sigorskiy, received a report that two groups of German bombers were at 1,500-2,000 meters altitude flying towards his aerodrome. At the same time, observers from the Second Bulgarian Army, stationed nearby, reported that these were not German, but American bombers. A flight of Soviet fighters, led by Hero of the Soviet Union A.I. Koldunov, which had already taken off to intercept the 'German' bomber, were ordered by radio to attract the attention of the American pilots and show them that they were allies. However, this was difficult to do since the Soviet pilots did not know the radio frequency being used by the Americans. By this time, one group of American airplanes (25-30 a/c) was already attacking Soviet ground forces while the second group (25-30 a/c) attacked the Soviet fighters.

"The result of the ensuing combat was 4 American P-38 Lightnings shot down (3 by Soviet fighter and one by anti-aircraft fire) and three Soviet fighters shot down (Lts. Shipulin and Krivonogikh were killed and Lt. Zhestovskiy safely bailed out). Guard Corps Commander, General G.P. Kotov was killed in the bombing. Further casualties were avoided when Koldunov was able to overtake the lead P-38 and convince him that they were attacking Soviet forces.

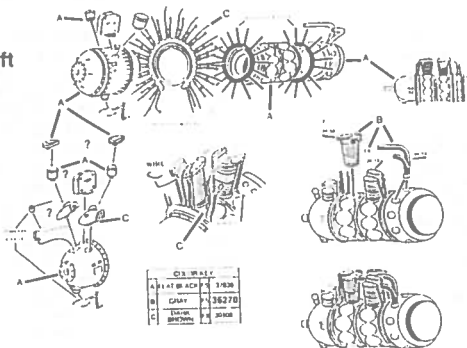
"The P-38s were from the USAAF Air Base at Bari, Italy. After the incident, an American representative expressed condolences and explained that the American forces had mistaken the Soviet forces for a German force they were to attack near Nis.

"Source: 'Nebo Moyey Molodosti' (The Sky of my Youth) by Boris Smirnov, Military Publications, Moscow, 1990, pp 294-296.)

"Maybe one of our readers can add to this description. Needed are details about the names of the American pilots, a/c serial numbers of the P-38s, any information about the fate of the airmen, etc."

Igor Gordelianov (SAFCH #1066), ul. Strijskaja 181 kw.18, Lvovskaja obl. g. Drobych, 82100 Ukraine.

P&W R-2800 Aircraft Engine. 1/72-scale resin-cast kit by Cutting Edge Productions
See review on page 98

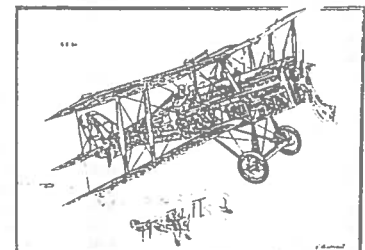


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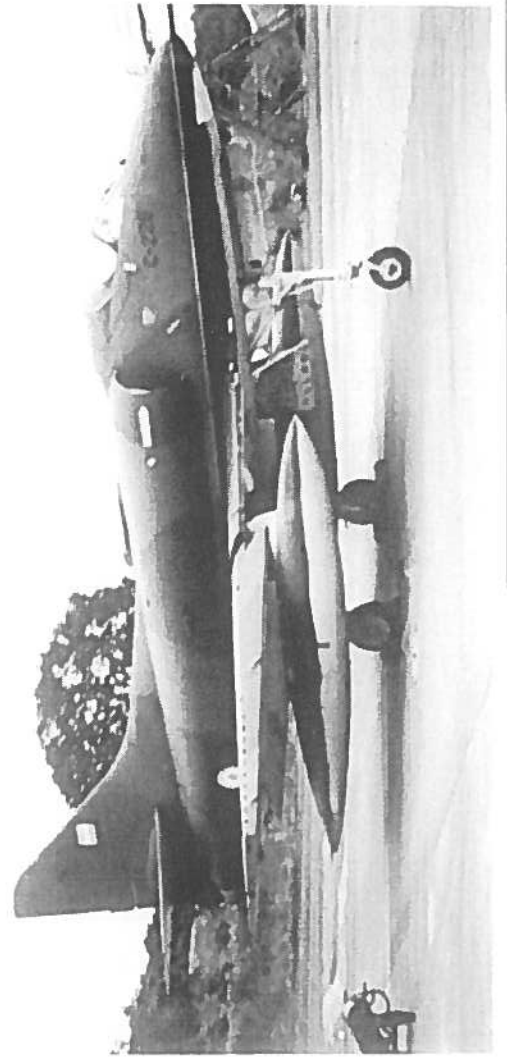


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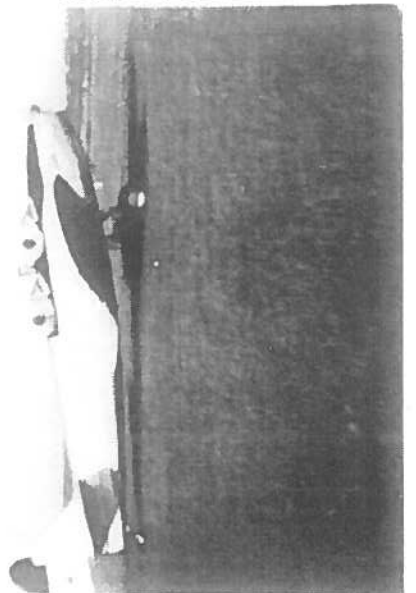
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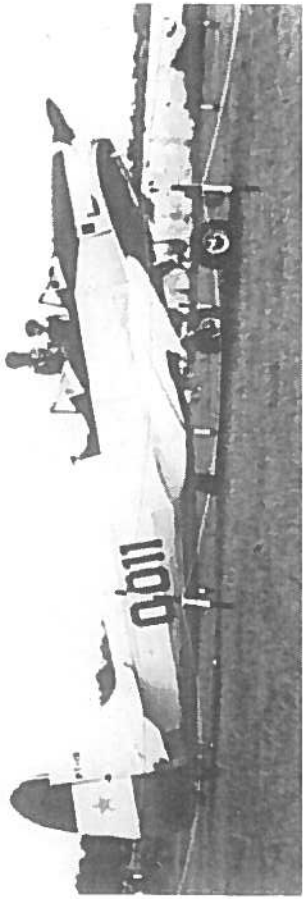
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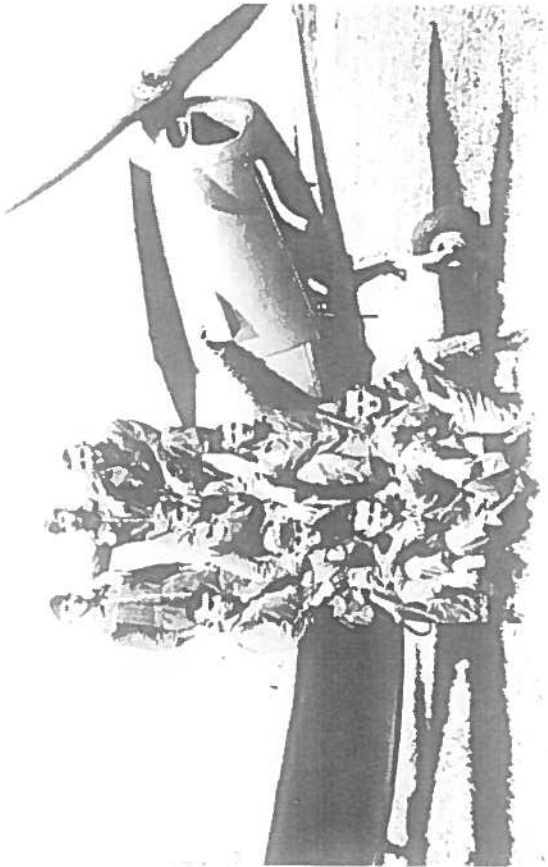
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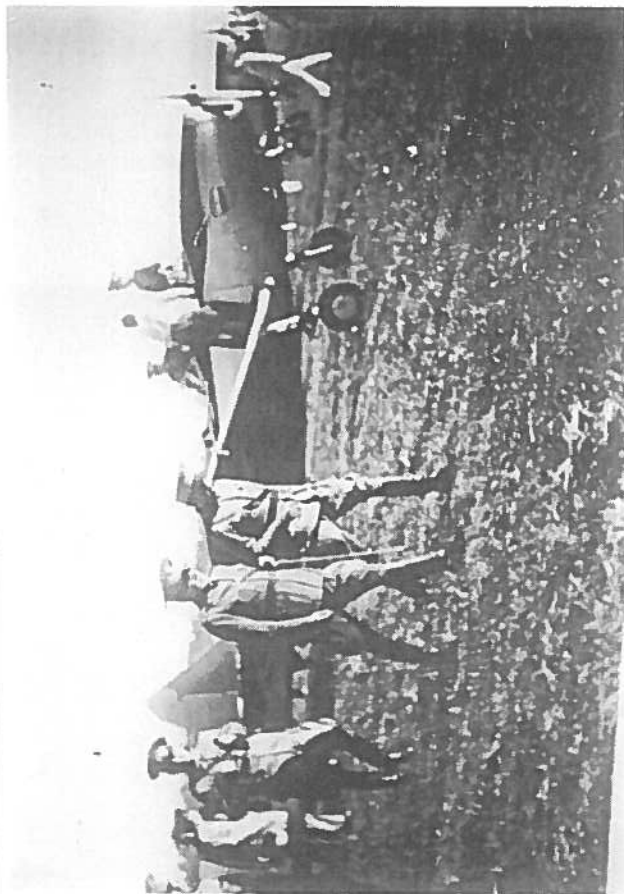


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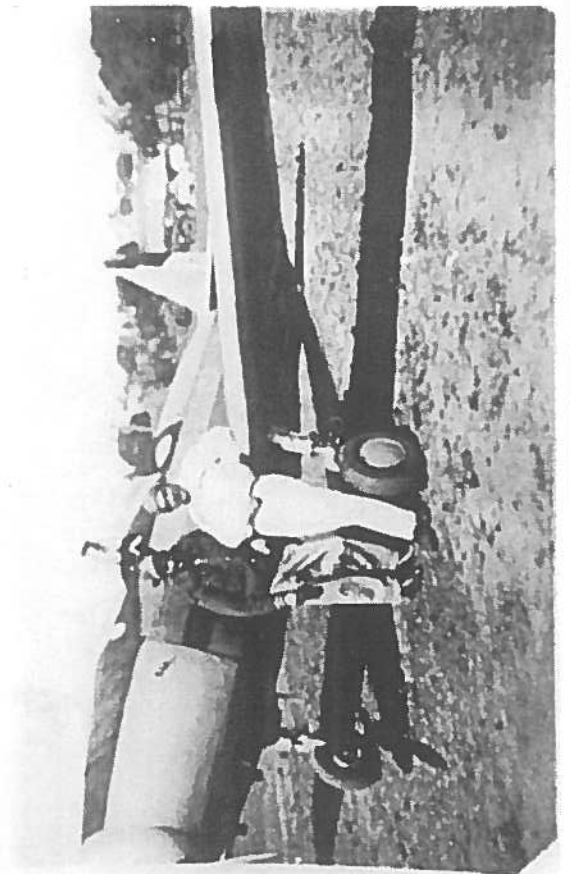




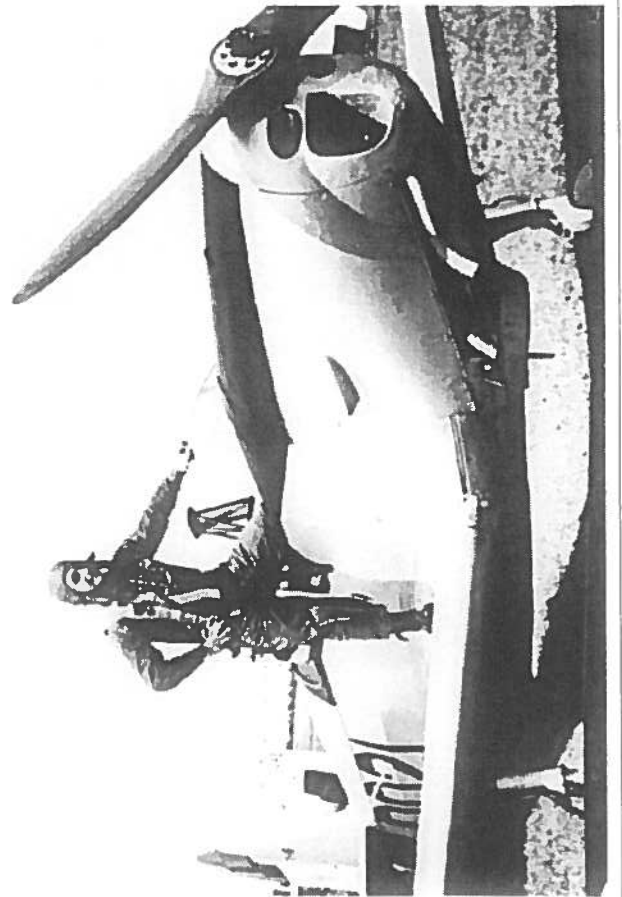
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